

**2004**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**26**

Dinwiddie County  
City of Petersburg  
Town of McKenney

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

---

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wye Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW		
							2Axle	3+Axle	1Trail	2Trail								
1	Dinwiddie County	From: Brunswick County Line		2.46	1700	G	94%	2%	2%	1%	1%	0%	F	0.089	F	0.603	1700	G
		To: SCL McKenney		0.23	1700	N	94%	2%	2%	1%	1%	0%	N	0.089	N	0.603	1700	N
1	Town of McKenney (Maint: 26)	From: SR 40		0.33	2300	G	94%	2%	2%	1%	1%	0%	F	0.104	F	0.524	2300	G
		To: NCL McKenney		4.05	2300	N	94%	2%	2%	1%	1%	0%	N	0.104	N	0.524	2300	N
1	Boydton Plank Rd	From: 26-649		5.65	2800	G	94%	2%	2%	1%	1%	0%	F	0.092	F	0.628	2800	G
		To: 26-627 Courthouse Rd		2.48	4200	G	94%	2%	2%	1%	1%	0%	C	0.098	F	0.598	4200	G
1	Boydton Plank Rd	From: 26-740 Turkey Egg Rd		3.61	5600	G	94%	2%	2%	1%	1%	0%	F	0.097	F	0.563	5600	G
		To: S 26-613 Dabney Mill Rd		3.09	7400	G	94%	2%	2%	1%	1%	0%	F	0.091	F	0.603	8000	G
1	Boydton Plank Rd	From: Bus US 460 Airport St		1.70	11000	G	94%	2%	2%	1%	1%	0%	F	0.092	F	0.598	12000	G
		To: I-85 SW of Petersburg		1.22	16000	G	98%	0%	0%	1%	0%	0%	F	0.086	F	0.514	16000	G
1	Boydton Plank Rd	From: Bus SR 226 Cox Rd		0.45	14000	A	98%	0%	0%	1%	0%	0%	C	0.105	A	0.528	15000	A
		To: WCL Petersburg		0.40	13000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.544	14000	G
1	Washington St	From: Bus Summit St		0.18	14000	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.519	15000	G
		To: Elm St		0.57	14000	G	96%	1%	2%	1%	1%	0%	C	0.090	F	0.535	16000	G
1	Washington St	From: Bus US 1 Par, Wythe St		1.08	8200	G	95%	1%	2%	1%	1%	0%	C	0.085	F		8800	G
		To: US 1 Par, Washington St; Battersea Lane		Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	95%	1%	2%	1%	1%	0%	F	NA		18000
1	Wythe St	From: Bus Perry St		0.15	9800	G	95%	1%	2%	1%	1%	0%	F	0.087	F		11000	G
		To: SR 36 Market St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	95%	1%	2%	1%	1%	0%	F	NA		22000

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
Bus 1 460 36 Wythe St	City of Petersburg	From: SR 36 Market St To: [Redacted]	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F	11000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA											NA		
ALT Bus 1 301 460 36 Wythe St	City of Petersburg	From: ALT US 301 Sycamore St To: [Redacted]	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F	15000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA											NA		
ALT 1 301 Jefferson St	City of Petersburg	From: Bus US 460 Jefferson St To: Bus US 460 Wythe St	0.09	3300	G	95%	1%	2%	1%	1%	0%	F	0.086	F	0.709	3600	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA											NA		
ALT 1 301 Jefferson St	City of Petersburg	From: Bus US 460 Par, Washington St To: [Redacted]	0.26	870	G	95%	1%	2%	1%	1%	0%	F	0.108	F	0.813	940	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA											NA		
ALT 1 301 3rd Street	City of Petersburg	From: Henry St To: [Redacted]	0.05	1700	G	95%	1%	2%	1%	1%	0%	F	0.110	F	1800	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA											NA		
ALT 1 301 3rd Street	City of Petersburg	From: US 301 Par, Bank St To: [Redacted]	0.05	2800	G	95%	1%	2%	1%	1%	0%	F	0.109	F	3000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA											NA		
ALT 1 301 301 36 Bollingbrook St	City of Petersburg	From: US 301 Bollingbrook St To: US 301; 3RD STREET	0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F	7100	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA											NA		
1 301 2nd Street	City of Petersburg	From: US 1 Par; US 301 Par; Bollingbrook St To: SCL Colonial Heights	0.35	11000	G	99%	0%	0%	0%	0%	0%	F	NA		12000	G	
Bus 1 460 Washington St	City of Petersburg	From: US 1 Wythe St Battersea Lane To: [Redacted]	0.31	8900	G	96%	1%	2%	1%	1%	0%	F	0.093	F	9600	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	95%	1%	2%	1%	1%	1%	0%	F	NA		18000	G	
Bus 1 460 Washington St	City of Petersburg	From: 123-9025 West St To: [Redacted]	0.40	8800	G	96%	1%	2%	1%	1%	0%	F	0.092	F	9500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	95%	1%	2%	1%	1%	1%	0%	F	NA		18000	G	
Bus 1 460 Washington St	City of Petersburg	From: 123-9029 South St To: [Redacted]	0.27	10000	G	96%	1%	2%	1%	1%	0%	C	0.097	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	95%	1%	2%	1%	1%	1%	0%	F	NA		22000	G	
			To: Guarantee St														

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 1 460 Washington St	City of Petersburg	From: Guarantee St	0.24	10000	G	95%	1%	2%	1%	2%	0%	C	0.087	F	11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	95%	1%	2%	1%	2%	0%	F	NA		21000	G	
			To: BUS US 460 Par; SR 36 Market St													
			From: SR 36; Bus US 460 Par Washington St													
1 36 Market St	City of Petersburg	0.38	3900	G	95%	1%	3%	1%	0%	0%	C	0.089	F	0.505	4200	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
			To: SR 36 Grove Ave													
			From: SR 36; Market St													
1 36 Old St	City of Petersburg	0.13	3500	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3800	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
			To: Sycamore St													
			From: Old St													
1 36 Sycamore St	City of Petersburg	0.04	4100	G	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4500	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
			To: Bollingbrook St													
			From: Sycamore St													
1 36 Bollingbrook St	City of Petersburg	0.10	3200	G	95%	1%	3%	1%	0%	0%	F	0.089	F		3400	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
			To: US 1, US 301 2nd St													
			From: WCL Petersburg													
36 Fleet St	City of Petersburg	0.12	11000	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.504	11000	G
			To: Grove Ave													
			From: Fleet St													
36 Grove Ave	City of Petersburg	0.54	3700	G	95%	1%	2%	1%	1%	0%	C	0.105	F	0.617	4000	G
			To: US 1 Par, Market St													
			From: US 1													
36 1 Market St	City of Petersburg	0.38	3900	G	95%	1%	3%	1%	0%	0%	C	0.089	F	0.505	4200	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
			To: US 1 Par; BUS US 460 Par, Washington St													
			From: US 1, Bus US 460 Wythe St													
36 1 460 Bus Wythe St	City of Petersburg	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
			To: ALT US 301 Sycamore St													
			From: ALT US 301 Sycamore St													
36 1 301 460 Bus ALT Wythe St	City of Petersburg	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
			To: Bus US 460													
			From: Bus US 460													
36 460 Bus Wythe St	City of Petersburg	0.20	15000	G	96%	1%	2%	0%	1%	0%	C	0.098	F		16000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	G	93%	1%	2%	2%	2%	0%	C	NA			34000	G
			To: I-85, I-95													

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
36 Bus 460 Wythe St	City of Petersburg	From: I-85, I-95	0.30	10000	G	96%	1%	2%	0%	1%	0%	F	0.084	F	11000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	G	
36 Wythe St	City of Petersburg	To: South Crater Rd	0.43	11000	G	92%	1%	2%	1%	3%	0%	C	0.081	F	12000	G	
		From: US 301, Bus US 460 Crater Rd	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000	G	92%	1%	2%	2%	3%	0%	C	NA			24000	G
36 Washington St	City of Petersburg	To: SR 36 Par, Washington St; Amelia St	0.87	22000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.526	24000	G
		From: SR 36 Par; Wythe St; Amelia St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	16000	G	97%	0%	1%	0%	1%	0%	F	0.081	F	0.525	17000	G
36 Washington St	City of Petersburg	To: Puddledock Rd	0.58	16000	G	97%	0%	1%	0%	1%	0%	F	0.081	F	0.525	17000	G
		From: Prince George County Line	Combined Traffic Estimates for Parallel Roadways on this Route:	3500	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3800	G
36 1 Old St	City of Petersburg	To: SR 36; Market St	0.13	3500	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3800	G
		From: Sycamore St	Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA	
36 1 Sycamore St	City of Petersburg	To: Old St	0.04	4100	G	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4500	G
		From: Bollingbrook St	Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA	
36 1 Bollingbrook St	City of Petersburg	To: Sycamore St	0.10	3200	G	95%	1%	3%	1%	0%	0%	F	0.089	F		3400	G
		From: Bollingbrook St	Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA	
36 ALT 301 1 301 Bollingbrook St	City of Petersburg	To: US 1, US 301 2nd St	0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F	7100	G	
		From: US 1 Par, 2nd St	Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA	
36 301 Bollingbrook St	City of Petersburg	To: US 1, ALT US 301 3rd St	0.15	3500	G	95%	0%	1%	2%	2%	0%	C	0.090	F	3800	G	
		From: 3rd St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	6500	G	94%	1%	2%	2%	2%	0%	F	NA			7000	G
36 301 Bollingbrook St	City of Petersburg	To: 5th St	0.23	3200	G	95%	0%	2%	1%	1%	0%	C	0.093	F	3400	G	
		From: Crater Rd	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	6600	G	94%	1%	3%	1%	1%	0%	C	NA			7100	G
36 301 Crater Rd	City of Petersburg	To: Bollingbrook St	0.14	2900	G	93%	0%	1%	4%	2%	0%	C	0.102	F	3100	G	
		From: US 301 Par, Bank St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	6500	G	93%	1%	2%	3%	2%	0%	F	NA			7000	G
36 301 Crater Rd	City of Petersburg	To: US 301 Par, Bank St	0.18	4500	G	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	G
		From: US 301, BUS US 460 Crater Rd	Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA	

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
36 Washington St	City of Petersburg	From: US 301, Bus US 460 Crater Rd	0.18	10000	G	97%	0%	1%	0%	1%	0%	F	0.092	F	11000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	21000	G	94%	1%	2%	1%	2%	0%	F	NA		23000	G		
36 Washington St	City of Petersburg	To: Burch St	0.25	12000	G	92%	1%	2%	2%	3%	0%	C	0.094	F	12000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000	G	92%	1%	2%	2%	3%	0%	C	NA		24000	G		
40	Dinwiddie County	To: SR 36 Wythe St; Amelia St															
		From: Nottoway County Line	4.90	1200	G	90%	0%	1%	1%	8%	0%	F	0.087	F	0.535	1200	G
40	Dinwiddie County	To: 26-644	6.15	1200	F	90%	0%	1%	1%	8%	0%	C	0.1	A	0.535	1100	F
		From: 26-610	2.46	1800	G	90%	0%	1%	1%	8%	0%	F	0.084	F	0.561	1800	G
40	Town of McKenney (Maint: 26)	To: WCL McKenney	0.34	1800	N	90%	0%	1%	1%	8%	0%	N	0.084	N	0.561	1800	N
		From: 26-1002	1.00	3100	G	90%	0%	1%	1%	8%	0%	F	0.084	F	0.560	3100	G
40	Dinwiddie County	To: ECL McKenney	0.14	3100	N	90%	0%	1%	1%	8%	0%	N	0.084	N	0.560	3100	N
		From: I-85 East of McKenney	0.56	1900	G	86%	1%	1%	2%	11%	0%	F	0.079	F	0.505	1900	G
40	Dinwiddie County	To: 26-692	5.15	1000	A	86%	1%	1%	2%	11%	0%	C	0.11	A	0.5	1000	A
		From: 26-609	2.04	1300	G	86%	1%	1%	2%	11%	0%	F	0.09	F	0.543	1300	G
40	Dinwiddie County	To: 26-619	5.19	1500	G	86%	1%	1%	2%	11%	0%	F	0.091	F	0.549	1500	G
		From: Sussex County Line															
North 85	Dinwiddie County	To: Brunswick County Line	2.38	12000	G	72%	1%	1%	1%	23%	2%	F	0.063	F	10000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	23000	G	75%	1%	1%	1%	22%	2%	F	0.064	F	0.508	20000	G	
North 85	Dinwiddie County	To: SR 40	5.95	11000	G	81%	1%	1%	1%	16%	1%	F	0.066	F	10000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000	G	81%	1%	1%	1%	16%	1%	F	0.071	F	0.538	20000	G	
North 85	Dinwiddie County	To: 26-650	4.88	11000	G	81%	1%	1%	1%	16%	1%	F	0.062	F	10000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	23000	G	81%	1%	1%	1%	16%	1%	F	0.069	F	0.559	21000	G	
		To: 26-703															

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 85		From: 26-703														
	Dinwiddie County	8.81	13000	A	81%	1%	1%	1%	16%	1%	C	0.123	A	12000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	A	81%	1%	1%	1%	16%	1%	C	0.403	B	0.568	25000	A
North 85 460		To: US 460														
	Dinwiddie County	1.48	20000	G	81%	1%	1%	1%	16%	1%	F	0.081	F	19000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	81%	1%	1%	1%	16%	1%	F	0.075	F	0.614	36000	G
North 85 460		To: US 1														
	Dinwiddie County	1.18	25000	G	81%	1%	1%	1%	16%	1%	F	0.089	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	G	81%	1%	1%	1%	16%	1%	F	0.076	F	0.602	46000	G
North 85 460		To: SCL Petersburg Squirrel Level Rd														
	City of Petersburg (Maint: 26)	1.01	25000	G	81%	1%	1%	1%	16%	1%	F	0.089	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	G	81%	1%	1%	1%	16%	1%	F	NA			46000	G
North 85 460		To: Squirrel Level Road														
	City of Petersburg (Maint: 26)	2.57	32000	G	81%	1%	1%	1%	16%	1%	F	0.089	F	29000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		60000	G	81%	1%	1%	1%	16%	1%	F	NA			54000	G
South 85		To: Brunswick County Line														
	Dinwiddie County	2.78	12000	G	77%	1%	1%	0%	20%	1%	F	0.068	F	9700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	75%	1%	1%	1%	22%	2%	F	NA			20000	G
South 85		To: SR 40														
	Dinwiddie County	5.95	11000	G	81%	1%	1%	1%	16%	1%	F	0.076	F	9600	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	81%	1%	1%	1%	16%	1%	F	NA			20000	G
South 85		To: 26-650														
	Dinwiddie County	4.95	11000	G	81%	1%	1%	1%	16%	1%	F	0.075	F	10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	81%	1%	1%	1%	16%	1%	F	NA			21000	G
South 85		To: 26-703														
	Dinwiddie County	8.36	14000	A	81%	1%	1%	1%	16%	1%	C	0.113	A	12000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	A	81%	1%	1%	1%	16%	1%	C	NA			25000	A
South 85 460		To: US 460														
	Dinwiddie County	1.83	20000	G	81%	1%	1%	1%	16%	1%	F	0.091	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	81%	1%	1%	1%	16%	1%	F	NA			36000	G
South 85 460		To: US 1														
	Dinwiddie County	0.81	26000	G	81%	1%	1%	1%	16%	1%	F	0.09	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	G	81%	1%	1%	1%	16%	1%	F	NA			46000	G
		To: SCL Petersburg Squirrel Level Rd														

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 	From: SCL Petersburg															
	City of Petersburg (Maint: 26)	1.25	<b>26000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	0.09	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>51000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	NA		46000	G	
South 	From: Squirrel Level Road															
	City of Petersburg (Maint: 26)	2.72	<b>28000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	0.091	F	25000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>60000</b>	<b>G</b>	81%	1%	1%	1%	16%	1%	F	NA		54000	G	
North 	From: Rives Rd															
	City of Petersburg (Maint: 74)	1.15	<b>13000</b>	<b>G</b>	82%	1%	1%	1%	16%	0%	F	0.082	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>29000</b>	<b>G</b>	82%	1%	1%	1%	15%	0%	F	NA		25000	G	
North 	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.79	<b>20000</b>	<b>G</b>	82%	1%	1%	1%	16%	0%	F	0.082	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>42000</b>	<b>G</b>	82%	1%	1%	1%	15%	0%	F	NA		36000	G	
North 	From: US 460 West St															
	City of Petersburg (Maint: 74)	0.50	<b>20000</b>	<b>N</b>	82%	1%	1%	1%	16%	0%	N	0.082	N	17000	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>42000</b>	<b>N</b>	82%	1%	1%	1%	15%	0%	N	NA		36000	N	
North 	From: I-85															
	City of Petersburg (Maint: 26)	0.44	<b>41000</b>	<b>G</b>	90%	1%	1%	1%	8%	0%	F	0.078	F	40000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>77000</b>	<b>G</b>	89%	1%	1%	1%	8%	0%	F	0.077	F	0.522	75000	G
North 	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.64	<b>51000</b>	<b>G</b>	90%	1%	1%	1%	8%	0%	F	0.082	F	50000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>96000</b>	<b>G</b>	89%	1%	1%	1%	8%	0%	F	0.08	F	0.527	93000	G
South 	From: SCL Petersburg															
	City of Petersburg (Maint: 74)	0.34	<b>15000</b>	<b>G</b>	83%	1%	1%	0%	15%	0%	F	0.08	F	13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>27000</b>	<b>G</b>	82%	1%	1%	1%	15%	0%	F	NA		23000	G	
South 	From: Rives Rd															
	City of Petersburg (Maint: 74)	1.22	<b>16000</b>	<b>G</b>	83%	1%	1%	0%	15%	0%	F	0.082	F	13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>29000</b>	<b>G</b>	82%	1%	1%	1%	15%	0%	F	NA		25000	G	
South 	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.29	<b>22000</b>	<b>G</b>	83%	1%	1%	0%	15%	0%	F	0.082	F	19000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>42000</b>	<b>G</b>	82%	1%	1%	1%	15%	0%	F	NA		36000	G	
South 	From: US 460; US 301 Crater Rd; County Rd															
	City of Petersburg (Maint: 74)	0.53	<b>22000</b>	<b>N</b>	83%	1%	1%	0%	15%	0%	N	0.082	N	19000	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>42000</b>	<b>N</b>	82%	1%	1%	1%	15%	0%	N	NA		36000	N	
	To: I-85															

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 95		From: I-85														
	City of Petersburg (Maint: 26)	0.66	36000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	35000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		77000	G	89%	1%	1%	1%	8%	0%	F	NA		75000	G	
South 95		To: US 301; US 460														
	City of Petersburg (Maint: 26)	0.48	44000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	43000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		96000	G	89%	1%	1%	1%	8%	0%	F	NA		93000	G	
		To: SCL Colonial Heights														
106	Courthouse Rd	From: US 460 County Rd														
	City of Petersburg	0.10	7100	G	95%	1%	1%	1%	2%	0%	F	0.093	F	0.51	7600	G
		To: ECL Petersburg														
109	Hickory Hill Rd	From: US 460 County Rd														
	City of Petersburg	0.88	8800	G	98%	0%	1%	0%	0%	0%	C	0.119	F	0.761	9500	G
		To: ECL Petersburg														
109	Hickory Hill Rd	From: ECL Petersburg														
	City of Petersburg	0.03	8800	N	98%	0%	1%	0%	0%	0%	N	0.119	N	0.761	9500	N
		To: Dead End; Fort Lee Military Reservation, Mahone A														
142	Simpson Rd	From: US 1 Boydton Plank Rd														
	Dinwiddie County	1.27	2400	G	91%	0%	2%	2%	4%	0%	C	0.109	F	0.502	2400	G
		To: WCL Petersburg														
142	Boydton Plank Rd	From: WCL Petersburg														
	City of Petersburg	0.16	3900	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.579	4200	G
		To: Dupuy Rd														
142	Boydton Plank Rd	From: Dupuy Rd														
	City of Petersburg	1.24	3400	G	97%	1%	2%	0%	0%	0%	C	0.1	F	0.611	3700	G
		To: Rt 604 Halifax Rd														
142	Halifax Rd	From: Rt 604 Halifax Rd														
	City of Petersburg	0.06	6000	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.595	6500	G
		To: CSX RR														
226	Cox Rd	From: US 460 Cox Rd														
	Dinwiddie County	3.38	4300	G	94%	0%	2%	2%	1%	0%	C	0.092	F	0.595	4600	G
		To: US 1 West of Petersburg														
301	Crater Rd	From: SCL Petersburg														
	City of Petersburg	0.21	7500	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.653	8200	G
		To: Rives Rd														
301	Crater Rd	From: Rives Rd														
	City of Petersburg	0.90	9000	G	96%	1%	2%	0%	1%	0%	C	0.096	F	0.586	9700	G
		To: Wagner Rd														
301	Crater Rd	From: Wagner Rd														
	City of Petersburg	0.43	21000	G	96%	1%	2%	0%	1%	0%	F	0.091	F	0.510	23000	G
		To: Flank Rd														
301	Crater Rd	From: Flank Rd														
	City of Petersburg	0.87	22000	G	96%	1%	2%	0%	1%	0%	F	0.095	F	0.506	24000	G
		To: ALT US 301 Sycamore St														
301	Crater Rd	From: ALT US 301 Sycamore St														
	City of Petersburg	0.26	16000	G	97%	1%	2%	0%	0%	0%	C	0.088	F	0.504	17000	G
		To: South Blvd														

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
301 Crater Rd	City of Petersburg	From: South Blvd To: I-95, Bus US 460	0.73	22000	G	97%	1%	2%	0%	0%	0%	F	0.09	F	0.519	23000	G
301 460 Crater Rd	City of Petersburg (Maint: 26)	From: I-95; Bus US 460 Par, Winfield Rd To: Maintenance Jurisdiction Change	0.09	11000	N	96%	1%	2%	1%	1%	0%	N	0.088	N	0.552	12000	N
301 460 Crater Rd	City of Petersburg	From: SR 36, Bus US 460 Wythe St	0.98	11000	G	96%	1%	2%	1%	1%	0%	C	0.088	F	0.552	12000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA			NA			NA			NA			NA		
301 460 Crater Rd	City of Petersburg	From: SR 36 Par, Bus US 460 Par, Washington St	0.10	7900	G	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8600	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA			NA			NA			NA			NA		
301 36 Crater Rd	City of Petersburg	From: US 301 Par, Bank St	0.18	4500	G	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA			NA			NA			NA			NA		
301 36 Crater Rd	City of Petersburg	From: Bollingbrook St To: Crater Rd	0.14	2900	G	93%	0%	1%	4%	2%	0%	C	0.102	F		3100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6500			G			93%			1%			2%		
301 36 Bollingbrook St	City of Petersburg	From: 5th St	0.23	3200	G	95%	0%	2%	1%	1%	0%	C	0.093	F		3400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6600			G			94%			1%			3%		
301 36 Bollingbrook St	City of Petersburg	From: 3rd St	0.15	3500	G	95%	0%	1%	2%	2%	0%	C	0.090	F		3800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6500			G			94%			1%			2%		
301 1 301 36 Bollingbrook St	City of Petersburg	From: US 1, ALT US 301 3rd St	0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7100	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA			NA			NA			NA			NA		
301 1 2nd Street	City of Petersburg	From: US 1 Par, 2nd St To: N RT 1	0.35	11000	G	99%	0%	0%	0%	0%	0%	F	NA			12000	G
301 36 Bank St	City of Petersburg	From: SCL Colonial Heights	0.24	3400	G	93%	1%	3%	2%	1%	0%	C	0.1	F		3700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6600			G			94%			1%			3%		
301 36 Bank St	City of Petersburg	From: US 301 Crater St	0.15	3000	G	93%	1%	3%	2%	1%	0%	F	0.099	F		3200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6500			G			94%			1%			2%		
301 36 Bank St	City of Petersburg	From: 5th St To: 3rd St															

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: 3rd St																
ALT 301 1 301 36 Bank St	City of Petersburg	0.09	4000	G	93%	1%	3%	2%	1%	0%	F	0.099	F	4400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	94%	1%	3%	1%	1%	0%	F	NA		11000	G	
To: ALT US 301 Par, 2nd St																
From: ALT US 301 Par, Bank St																
301 36 2nd Street	City of Petersburg	0.06	3600	G	93%	1%	3%	2%	1%	0%	F	0.103	F	3900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6500	G	93%	1%	2%	3%	2%	0%	F	NA		7000	G	
To: US 1, US 301 Bollingbrook St																
From: US 301 Crater Rd																
ALT 301 Sycamore St	City of Petersburg	0.30	8300	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.524	9000	G
To: South Blvd																
From: South Blvd																
ALT 301 Sycamore St	City of Petersburg	0.95	6300	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.615	6800	G
To: North Blvd																
From: North Blvd																
ALT 301 Sycamore St	City of Petersburg	0.42	10000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.628	11000	G
To: Graham Rd																
From: Graham Rd																
ALT 301 Sycamore St	City of Petersburg	0.56	12000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.552	13000	G
To: US 1 Wythe St																
From: US 1																
ALT 301 1 Bus 460 36 Wythe St	City of Petersburg	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
To: Bus US 460 Jefferson St																
From: Bus US 460 Wythe St																
ALT 301 1 Jefferson St	City of Petersburg	0.07	3300	G	95%	1%	2%	1%	1%	0%	F	0.086	F	0.709	3600	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
To: Functional Class Change																
From: Bus US 460 Par, Washington St																
ALT 301 1 Jefferson St	City of Petersburg	0.26	870	G	95%	1%	2%	1%	1%	0%	F	0.108	F	0.813	940	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
To: Henry St																
From: Henry St																
ALT 301 1 3rd Street	City of Petersburg	0.05	1700	G	95%	1%	2%	1%	1%	0%	F	0.110	F		1800	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
To: US 301 Par, Bank St																
From: US 301 Par, Bank St																
ALT 301 1 3rd Street	City of Petersburg	0.05	2800	G	95%	1%	2%	1%	1%	0%	F	0.109	F		3000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
To: US 301 Bollingbrook St																
From: US 1, ALT US 301 3rd St																
ALT 301 301 1 36 Bollingbrook St	City of Petersburg	0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7100	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
To: US 301																

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
ALT 301 Sycamore St	City of Petersburg	From: US 1 Wythe St To: Bus US 460 Washington St	0.09	7400	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.529	8000	G
ALT Bus Bus 301 460 460 36 Washington St	City of Petersburg	From: Bus US 460 Par To: Bus US 460 Washington St	0.09	15000	G	94%	1%	3%	2%	1%	0%	F	0.085	F		17000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	94%	1%	2%	1%	1%	0%	F	NA			32000	G	
ALT 301 Adams St	City of Petersburg	From: Franklin St To: Bus US 460 Washington St	0.06	5000	G	98%	0%	0%	1%	0%	0%	F	0.092	F	0.715	5400	G
ALT 301 Adams St	City of Petersburg	From: Henry St To: Adams St	0.16	4700	G	98%	0%	0%	1%	0%	0%	F	0.095	F	0.757	5100	G
ALT 301 Henry St	City of Petersburg	From: Second St To: Henry St	0.04	3100	G	98%	0%	0%	1%	0%	0%	F	0.085	F		3300	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA		
ALT 301 Second St	City of Petersburg	From: US 301 P Bank St To: Nottoway County Line	0.05	2800	G	98%	0%	0%	1%	0%	0%	F	0.086	F		3000	G
460	Dinwiddie County	From: 26-625 To: 26-602	2.99	6400	G	86%	1%	1%	1%	11%	0%	F	NA			6300	G
460	Dinwiddie County	From: 26-611 To: 26-627	3.29	6800	A	86%	1%	1%	1%	11%	0%	C	0.101	A	0.558	6800	A
460	Dinwiddie County	From: 26-628 Tranquility Lane To: 26-631 Claiborne Rd	2.32	6800	G	86%	1%	1%	1%	11%	0%	F	0.076	F	0.581	6700	G
460 New Cox Rd	Dinwiddie County	From: 26-743 Hart Rd To: W 26-632 Olgers Rd	2.36	7600	G	86%	1%	1%	1%	11%	0%	F	0.076	F	0.608	7500	G
460 Cox Rd	Dinwiddie County	From: E 26-632 Buttewood Rd To: SR 226 Cox Rd	2.12	9500	G	86%	1%	1%	1%	11%	0%	F	0.079	F	0.649	9400	G
460 Cox Rd	Dinwiddie County		0.25	11000	G	86%	1%	1%	1%	11%	0%	F	0.083	F	0.647	11000	G
460 Cox Road	Dinwiddie County		2.00	12000	G	86%	1%	1%	1%	11%	0%	F	0.084	F	0.655	12000	G
460 Cox Rd	Dinwiddie County		0.61	16000	G	86%	1%	1%	1%	11%	0%	F	0.081	F	0.526	16000	G
460 Cox Rd	Dinwiddie County		0.18	17000	G	86%	1%	1%	1%	11%	0%	F	0.080	F	0.533	16000	G

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
460 Airport St	Dinwiddie County	From: SR 226 Cox Rd	1.21	17000	G	86%	1%	1%	1%	11%	0%	F	0.075	F	0.568	17000	G
		To: I-85; Bus US 460															
460 85	Dinwiddie County	From: I 85 N	1.48	See I-85 for directional traffic volume estimates for this segment.													
		To: Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000 G 81% 1% 1% 1% 16% 1% F 0.075 F 0.614 36000 G															
460 85	Dinwiddie County	From: US 1	1.18	See I-85 for directional traffic volume estimates for this segment.													
		To: Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000 G 81% 1% 1% 1% 16% 1% F 0.076 F 0.602 46000 G															
460 85	City of Petersburg (Maint: 26)	From: SCL Petersburg	1.01	See I-85 for directional traffic volume estimates for this segment.													
		To: Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000 G 81% 1% 1% 1% 16% 1% F NA 46000 G															
460 85	City of Petersburg (Maint: 26)	From: Squirrel Level Road	2.57	See I-85 for directional traffic volume estimates for this segment.													
		To: Combined Traffic Estimates for 2 Parallel Roadways on this Route: 60000 G 81% 1% 1% 1% 16% 1% F NA 54000 G															
460 County Dr	City of Petersburg	From: I-85 S	2.64	9600	A	87%	1%	1%	1%	10%	0%	C	0.1	A	0.518	10000	A
		To: Maintenance Jurisdiction Change															
460 County Dr	City of Petersburg	From: SR 106 Courthouse Rd	0.34	12000	G	87%	1%	1%	1%	10%	0%	F	0.082	F	0.572	12000	G
		To: ECL Petersburg															
Bus 460 Airport St	Dinwiddie County	From: I-85; US 460	0.17	6900	G	93%	1%	3%	3%	1%	0%	C	0.081	F	0.589	7400	G
		To: US 1 Boydton Plank Rd															
Bus 460 1 Boydton Plank Rd	Dinwiddie County	From: US 1 Plank Rd	1.70	11000	G	94%	2%	2%	1%	1%	0%	F	0.092	F	0.598	12000	G
		To: I-85 SW of Petersburg															
Bus 460 1 Boydton Plank Rd	Dinwiddie County	From: SR 226 Cox Rd	1.22	16000	G	98%	0%	0%	1%	0%	0%	F	0.086	F	0.514	16000	G
		To: WCL Petersburg															
Bus 460 1 Washington St	City of Petersburg	From: Summit St	0.40	13000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.544	14000	G
		To: Elm St															
Bus 460 1 Washington St	City of Petersburg	From: Elm St	0.18	14000	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.519	15000	G
		To: US 1 Par; Wythe St															
Bus 460 1 Washington St	City of Petersburg	From: US 1 Par; Wythe St	0.57	14000	G	96%	1%	2%	1%	1%	0%	C	0.090	F	0.535	16000	G
		To: (Empty)															

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 1 Wythe St	City of Petersburg	1.08	8200	G	95%	1%	2%	1%	1%	0%	C	0.085	F	8800	G	
From: US 1 Par, Washington St; Battersea Lane																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	95%	1%	2%	1%	1%	0%	F	NA		18000	G	
Bus 460 1 Wythe St	City of Petersburg	0.15	9800	G	95%	1%	2%	1%	1%	0%	F	0.087	F	11000	G	
To: Perry St																
From: Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	95%	1%	2%	1%	1%	0%	F	NA		22000	G	
Bus 460 1 36 Wythe St	City of Petersburg	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F	11000	G	
From: SR 36 Market St																
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
Bus 460 1 ALT 301 36 Wythe St	City of Petersburg	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F	15000	G	
From: ALT US 301 Sycamore St																
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
Bus 460 36 Wythe St	City of Petersburg	0.20	15000	G	96%	1%	2%	0%	1%	0%	C	0.098	F	16000	G	
From: US 1 Jefferson St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	G	93%	1%	2%	2%	2%	0%	C	NA		34000	G	
Bus 460 36 Wythe St	City of Petersburg	0.30	10000	G	96%	1%	2%	0%	1%	0%	F	0.084	F	11000	G	
From: I-85, I-95																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	94%	1%	2%	1%	2%	0%	F	NA		25000	G	
Bus 460 301 Crater Rd	City of Petersburg	0.96	11000	G	96%	1%	2%	1%	1%	0%	C	0.088	F	0.552	12000	G
From: SR 36; US 301 Crater Rd																
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
Bus 460 301 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	2%	1%	1%	0%	N	0.088	N	0.552	12000	N
From: I-95; BUS US 460 Par, Winfield Rd																
To: US 301 Crater Rd																
Bus 460 1 Washington St	City of Petersburg	0.31	8900	G	96%	1%	2%	1%	1%	0%	F	0.093	F	9600	G	
From: US 1 Wythe St Battersea Lane																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	95%	1%	2%	1%	1%	0%	F	NA		18000	G	
Bus 460 1 Washington St	City of Petersburg	0.40	8800	G	96%	1%	2%	1%	1%	0%	F	0.092	F	9500	G	
From: 123-9025 West St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	95%	1%	2%	1%	1%	0%	F	NA		18000	G	
Bus 460 1 Washington St	City of Petersburg	0.27	10000	G	96%	1%	2%	1%	1%	0%	C	0.097	F	11000	G	
From: 123-9029 South St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	95%	1%	2%	1%	1%	0%	F	NA		22000	G	
To: Guarantee St																

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 1 Washington St	City of Petersburg	0.24	10000	G	95%	1%	2%	1%	2%	0%	C	0.087	F	11000	G	
From: Guarantee St			20000	G	95%	1%	2%	1%	2%	0%	F	NA		21000	G	
To: North Market St																
Bus 460 36 Washington St	City of Petersburg	0.19	13000	G	94%	1%	3%	2%	1%	0%	C	0.087	F	14000	G	
From: US 1 Par; SR 36 Market St			23000	G	94%	1%	2%	1%	1%	0%	F	NA		24000	G	
To: ALT US 301 Par, Sycamore St																
Bus ALT 460 301 36 Washington St	City of Petersburg	0.09	15000	G	94%	1%	3%	2%	1%	0%	F	0.085	F	17000	G	
From: ALT US 301 Par, Adams St			29000	G	94%	1%	2%	1%	1%	0%	F	NA		32000	G	
To: ALT US 301 Par, Adams St																
Bus 460 36 Washington St	City of Petersburg	0.24	16000	G	90%	1%	2%	4%	4%	0%	C	0.079	F	18000	G	
From: US 1 Jefferson St			32000	G	93%	1%	2%	2%	2%	0%	C	NA		34000	G	
To: I-95																
Bus 460 36 Washington St	City of Petersburg	0.24	13000	G	93%	1%	2%	2%	2%	0%	C	0.089	F	14000	G	
From: I-95			23000	G	94%	1%	2%	1%	2%	0%	F	NA		25000	G	
To: US 301 Crater Rd																
Bus 460 301 Crater Rd	City of Petersburg	0.10	7900	G	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8600	G
From: SR 36, BUS US 460 Wythe St			NA									NA		NA		
To: I-95; BUS US 460 Par, Winfield Rd																
Bus 460 Winfield Rd	City of Petersburg	0.43	1700	G	94%	1%	2%	1%	2%	0%	C	0.095	F	0.971	1900	G
From: US 301 Crater Rd			1700	G								NA		NA		
To: State Maintenance Boundary																
Bus 460 Winfield Rd	City of Petersburg (Maint: 26)	0.09	1700	G	94%	1%	2%	1%	2%	0%	C	0.095	F	0.971	1900	G
From: State Maintenance Boundary			1700	G								NA		NA		
To: US 460 County Rd																

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(329) FR	0.17	NA														
<b>Dinwiddie County</b>																
(600) Ferndale Rd	0.88	11000	G	96%	0%	2%	1%	1%	0%	C	0.096	F	0.564	12000	G	2004
(600)	0.53	7800	G	96%	0%	2%	1%	1%	0%	F	0.098	F	0.512	8400	G	2004
(601) River Road	0.52	730	G	96%	0%	2%	0%	1%	0%	F	0.124	F	0.63	790	G	2004
(601) River Rd	3.25	1600	G	96%	0%	2%	0%	1%	0%	F	0.111	F	0.670	1800	G	2004
(601) River Rd	1.92	3700	G	96%	0%	2%	0%	1%	0%	C	0.101	F	0.62	4000	G	2004
(602)	0.20	90	R													09/26/2002
(603) Weakley Rd	0.50	1500	R													08/15/2002
(603) Sterling Rd	0.23	1700	G	96%	1%	2%	0%	1%	0%	F	0.105	F	0.537	1900	G	2004
(603) Sterling Rd	0.68	1600	G	96%	1%	2%	0%	1%	0%	C	0.098	F	0.605	1800	G	2004
(603) Sterling Rd	0.27	1500	G	96%	1%	2%	0%	1%	0%	F	0.094	F	0.613	1600	G	2004
(604) Halifax Rd	1.87	610	G	97%	0%	1%	1%	1%	0%	F	0.076	F	0.516	610	G	2004
(604) Halifax Rd	2.96	1100	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.645	1100	G	2004
(604) Halifax Rd	1.77	1500	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.568	1500	G	2004
(604) Halifax Rd	0.60	1500	G	97%	0%	1%	1%	1%	0%	F	0.08	F	0.799	1600	G	2004
(604) Halifax Rd	0.63	2000	G	97%	0%	1%	1%	1%	0%	C	0.099	F	0.53	2100	G	2004
(605) Hunnicut Rd	2.53	620	R													08/13/2002
(605) Old Vaughan Rd	3.20	390	R													08/13/2002
(605)	0.08	950	G	94%	2%	2%	1%	1%	0%	C	0.091	F	0.565	950	G	2004
(605) Old Stage Rd	0.50	630	R													08/13/2002
(605) Monks Neck Rd	4.49	260	R													08/13/2002
(605) Ellington Rd	1.40	230	R													08/13/2002

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(606) Reams Dr	2.00	290	R			From: 26-669 Old Stage Rd					NA			NA		08/13/2002
						To: 26-604 S; Halifax Rd										
(606) Oak Grove Rd	1.40	320	R			From: 26-604 N; Halifax Rd					NA			NA		08/13/2002
						To: Prince George County Line										
(607) Butler Branch Rd	1.50	250	R			From: 26-604 Halifax Rd					NA			NA		08/13/2002
						To: Prince George County Line										
(608)	0.46	130	R			From: US 460					NA			NA		09/26/2002
						To: 26-622										
(609)	0.80	190	R			From: Brunswick County Line					NA			NA		10/03/2002
						To: 26-687										
(609)	3.40	160	R			From: 26-616					NA			NA		10/03/2002
						To: 12-616										
(609)	0.70	190	R			From: SR 40					NA			NA		10/03/2002
						To: SR 40										
(609)	2.30	130	R			From: 26-619 SOUTH					NA			NA		10/03/2002
						To: 26-619 NORTH										
(609)	1.60	100	R			From: 26-664					NA			NA		10/03/2002
						To: 26-664										
(609)	2.90	340	R			From: 26-626 Flatfoot Rd					NA			NA		1995
						To: 26-670										
(609)	2.20	370	G	89%	1%	5%	1%	4%	0%	C	0.099	F	0.583	370	G	2004
						From: Brunswick County Line										
(610)	1.40	170	G	94%	3%	3%	0%	1%	0%	C	0.126	F	0.632	170	G	2004
						To: SR 40										
(610) Old White Oak Rd	0.50	190	G	94%	3%	3%	0%	1%	0%	F	0.157	F	0.686	190	G	2004
						From: 26-650 Lew Jones Rd										
(610)	0.20	220	R			To: 26-650					NA			NA		10/03/2002
						From: 26-701										
(610)	2.40	180	R			To: 26-651					NA			NA		10/03/2002
						From: 26-644										
(610)	1.40	100	R			To: 26-644					NA			NA		10/03/2002
						From: 26-645										
(610)	2.30	220	R			To: 26-645					NA			NA		10/03/2002
						From: 26-622										
(610)	0.90	210	R			To: 26-622					NA			NA		10/03/2002
						From: 26-613										
						To: 26-613										
(611) Wilkinson Rd	3.44	490	G	95%	0%	4%	0%	1%	0%	C	0.085	F	0.571	490	G	2004
						From: 26-645										
(611)	1.82	160	G	95%	0%	4%	0%	1%	0%	F	0.129	F	0.571	160	G	2004
						From: 26-613										
(611)	3.25	180	G	95%	0%	4%	0%	1%	0%	F	0.114	F	0.55	180	G	2004
						From: US 460										
(611)	0.15	1100	R			To: US 460					NA			NA		10/03/2002
						From: 26-751 S; 26-752										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Dinwiddie County</b>																	
(611)	0.92	920	R			From: 26-751 N; 26-716					NA			NA		10/03/2002	
(611)	0.79	380	R			From: 26-731					NA			NA		10/03/2002	
(611)	0.99	280	R			From: 26-723					NA			NA		10/03/2002	
(611)	3.08	390	R			From: 26-624					NA			NA		10/03/2002	
(611)	0.36	260	R			From: 26-708 EAST 26-708 WEST					NA			NA		10/03/2002	
(611)	1.45	200	R			From: 26-747					NA			NA		10/03/2002	
(612)	Harpers Bridge Rd	0.10	230	G	93%	1%	5%	0%	0%	F	0.105	F	0.694	230	G	2004	
(612)		0.77	380	G	93%	1%	5%	0%	0%	C	0.131	F	0.667	380	G	2004	
(613)		1.12	190	R			From: Brunswick County Line					NA			NA		10/04/2002
(613)		1.92	200	R			From: 26-638					NA			NA		10/04/2002
(613)		1.82	160	R			From: 26-651					NA			NA		10/04/2002
(613)		7.37	220	G	95%	0%	4%	0%	1%	C	0.173	F	0.814	220	G	2004	
(613)		0.93	290	G	95%	0%	4%	0%	1%	F	0.125	F	0.639	290	G	2004	
(613)		1.13	290	R			From: 26-646					NA			NA		10/04/2002
(613)		1.93	440	R			From: 26-624 WEST					NA			NA		10/04/2002
(613)		3.27	440	R			From: 26-611 Wilkinson Rd					NA			NA		10/04/2002
(613)	White Oak Rd	1.38	360	R			From: 26-627; 26-645					NA			NA		10/04/2002
(613)	White Oak Rd	1.26	590	R			From: 26-628 Tranquility Lane					NA			NA		10/04/2002
(613)	White Oak Rd	1.77	1500	G	95%	0%	4%	0%	1%	F	0.111	F	0.516	1500	G	2004	
(613)	White Oak Rd	1.71	1200	G	95%	0%	4%	0%	1%	F	0.095	F	0.676	1300	G	2004	
(613)	Dabney Mill Rd	1.70	800	G	95%	2%	3%	1%	0%	C	0.103	F	0.726	800	G	2004	
(613)	Dabney Mill Rd	1.22	390	G	95%	2%	3%	1%	0%	F	0.129	F	0.68	390	G	2004	
(613)	Dabney Mill Rd	0.51	470	G	95%	2%	3%	1%	0%	F	0.101	F	0.576	470	G	2004	
(613)	Squirrel Level Rd	1.43	260	G	95%	2%	3%	1%	0%	F	0.119	F	0.533	260	G	2004	

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Dinwiddie County</b>																	
(613) Squirrel Level Rd	0.86	380	G	95%	2%	3%	1%	0%	0%	F	0.098	F	0.541	380	G	2004	
				From:	26-742 Plantation Rd												
				To:	26-1120 Tanglewood Rd												
(613) Squirrel Level Rd	1.39	980	G	95%	2%	3%	1%	0%	0%	F	0.099	F	0.697	980	G	2004	
				From:	26-741 Fort Emery Rd												
				To:	26-672 Church Rd												
(613) Squirrel Level Rd	0.43	1200	G	95%	2%	3%	1%	0%	0%	F	0.099	F	0.647	1200	G	2004	
				From:	26-672 Church Rd												
				To:	26-676 Flank Rd												
(613) Squirrel Level Rd	1.03	890	F	98%	1%	1%	0%	0%	0%	C	0.098	F	0.595	930	F	2004	
				From:	26-676 Flank Rd												
				To:	SCL Petersburg												
(614)	1.23	240	R								NA		NA			08/14/2002	
				From:	SR 40 WEST												
				To:	WCL McKenney												
<b>Town of McKenney</b>																	
(614)	0.30	240	R								NA		NA			08/14/2002	
				From:	WCL McKenney												
				To:	SR 40 EAST												
<b>Dinwiddie County</b>																	
(615)	0.41	20	R								NA		NA			08/14/2002	
				From:	Dead End												
				To:	0.41 M FRM Dead End												
(615) Blue Tartan Rd	0.91	120	R								NA		NA			08/14/2002	
				From:	FR-81												
				To:	Sussex County Line												
(616)	2.20	80	R								NA		NA			10/04/2002	
				From:	Sussex County Line												
				To:	26-617												
(616)	1.90	70	R								NA		NA			10/04/2002	
				From:	26-617												
				To:	26-609												
(617)	1.50	430	R								NA		NA			10/04/2002	
				From:	26-616												
				To:	26-619 WEST												
(617)	1.70	340	R								NA		NA			10/04/2002	
				From:	26-619 EAST												
				To:	26-665												
(618) Halligan Park Rd	1.20	290	R								NA		NA			10/04/2002	
				From:	Sussex County Line												
				To:	26-666 Baugh Rd												
(618) Halligan Park Rd	2.82	590	R								NA		NA			10/04/2002	
				From:	26-666 Baugh Rd												
				To:	26-703 Carson Rd												
(619)	3.59	460	G	95%	1%	2%	1%	1%	0%	F	0.121	F	0.582	460	G	2004	
				From:	Sussex County Line												
				To:	SR 40												
(619) Courthouse Rd	7.13	480	G	95%	1%	2%	1%	1%	0%	F	0.081	F	0.825	480	G	2004	
				From:	SR 40												
				To:	26-650 Hawkins Church Rd												
(619) Courthouse Rd	0.85	1200	G	95%	1%	2%	1%	1%	0%	F	0.105	F	0.630	1200	G	2004	
				From:	26-650 Hawkins Church Rd												
				To:	26-626 Flatfoot Rd												
(619) Courthouse Rd	1.06	1200	G	95%	1%	2%	1%	1%	0%	F	0.107	F	0.631	1200	G	2004	
				From:	26-626 Flatfoot Rd												
				To:	26-679 Lundys Rd												
(619) Courthouse Rd	0.25	1600	G	95%	1%	2%	1%	1%	0%	F	0.103	F	0.666	1600	G	2004	
				From:	26-679 Lundys Rd												
				To:	26-1414 Bishop Rd												
(619) Courthouse Rd	0.59	1500	G	95%	1%	2%	1%	1%	0%	C	0.100	F	0.628	1500	G	2004	
				From:	26-1414 Bishop Rd												
				To:	US 1												

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(620)	1.20	80	R			From: 26-639					NA			NA		10/04/2002
						To: 26-642 WEST										
(620)	1.80	430	R			From: 26-642 EAST					NA			NA		10/04/2002
						To: US 460 WEST										
(620)	1.90	40	R			From: US 460 EAST					NA			NA		10/04/2002
						To: Dead End										
(621)	1.60	280	R			From: US 460					NA			NA		1999
						To: 1.60 MN US 460										
(621)	0.40	410	R			From: Dead End					NA			NA		09/26/2002
						To: Dead End										
(622)	1.60	60	R			From: 26-650					NA			NA		10/04/2002
						To: 26-647 Nash Rd										
(622)	3.70	60	R			From: 26-610 Old White Oak Rd					NA			NA		10/04/2002
						To: 26-613 WEST										
(622)	0.80	90	R			From: 26-613 EAST					NA			NA		10/04/2002
						To: US 460; 26-602										
(622)	3.50	810	G	96%	0%	3%	1%	1%	0%	C	0.095	F	0.627	810	G	2004
						To: US 460; 26-602										
(622)	1.66	330	R			From: 26-694					NA			NA		10/04/2002
						To: Amelia County Line										
(623)	2.00	450	R			From: Amelia County Line					NA			NA		10/04/2002
						To: 26-611 Wilkinson Rd										
(623) Sutherland Rd	3.28	760	R			From: 26-750 Oxford Rd					NA			NA		10/04/2002
						To: 26-708 Namozine Rd										
(623) Sutherland Rd	0.62	1600	R			From: 26-708 Namozine Rd					NA			NA		10/04/2002
						To: 26-760 Southerland Ave										
(623) Station Rd	0.42	430	R			From: US 460 Cox Rd					NA			NA		10/04/2002
						To: US 460 Cox Rd										
(624)	2.60	180	R			From: 26-645					NA			NA		10/04/2002
						To: 26-613 WEST										
(624)	3.80	590	R			From: 26-613 EAST					NA			NA		10/04/2002
						To: US 460; FR-806										
(624)	6.00	500	R			From: 26-611 Wilkinson Rd					NA			NA		10/04/2002
						To: 26-611 Wilkinson Rd										
(625)	3.52	340	R			From: US 460					NA			NA		10/04/2002
						To: Amelia County Line										
(626) Flatfoot Rd	5.67	200	G	96%	1%	2%	1%	1%	0%	F	0.119	F	0.712	200	G	2004
						To: 26-609 Old Stage Rd										
(626) Flatfoot Rd	4.09	450	G	96%	1%	2%	1%	1%	0%	F	0.094	F	0.855	450	G	2004
						To: 26-1410 Allen Dr										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Dinwiddie County</b>																	
(626) Flatfoot Rd	0.43	1100	G	96%	1%	2%	1%	1%	0%	C	0.100	F	0.604	1100	G	2004	
				From:	26-1410 Allen Dr												
				To:	26-619 Courthouse Rd												
(627) Courthouse Rd	0.90	2600	G	93%	2%	3%	0%	2%	0%	C	0.147	F	0.588	2600	G	2004	
				From:	US 1 Boynton Plank Rd												
(627) Courthouse Rd	1.40	2200	G	93%	2%	3%	0%	2%	0%	F	0.168	F	0.714	2200	G	2004	
				From:	26-611 Wilkinson Rd												
(627) Courthouse Rd	2.81	1300	R										NA	NA		10/04/2002	
				From:	26-661 Boisseau Rd												
(627)	2.61	1100	R										NA	NA		10/04/2002	
				From:	26-613; 26-645												
(627)	0.80	540	R										NA	NA		10/04/2002	
				From:	US 460												
(627)	2.20	460	R										NA	NA		10/04/2002	
				From:	26-751 EAST 26-751 WEST												
(627)				To:	26-611 Wilkinson Rd												
(628) Tranquility Lane	0.33	70	R										NA	NA		09/26/2002	
				From:	Dead End												
(628) Tranquility Lane	3.10	60	R										NA	NA		09/26/2002	
				From:	26-613 White Oak Rd												
(628) Tranquility Lane	0.87	360	R										NA	NA		09/26/2002	
				From:	26-689 Bobcat Rd												
(628) Tranquility Lane	0.70	480	R										NA	NA		09/26/2002	
				From:	26-756 Slates Rd												
(628) Tranquility Lane	0.09	1300	R										NA	NA		09/26/2002	
				From:	US 460 New Cox Rd												
(628) Tranquility Lane				To:	26-751 Cox Rd												
(629)	0.93	260	R										NA	NA		09/26/2002	
				From:	26-627 Courthouse Rd												
(629)	0.25	20	R										NA	NA		09/26/2002	
				From:	26-689												
(630)	0.30	330	R										NA	NA		09/26/2002	
				From:	Sussex County Line												
(631) Claiborne Rd	2.70	780	R										NA	NA		08/14/2002	
				To:	SR 40												
(631) Claiborne Rd	0.80	1100	R										NA	NA		08/14/2002	
				From:	26-613 White Oak Rd												
(632) Butterwood Rd	3.00	420	R										NA	NA		08/14/2002	
				From:	26-690 Harris Rd												
(632) Olgers Dr	1.20	1700	G	94%	1%	3%	1%	2%	0%	C	0.096	F	0.633	1800	G	2004	
				From:	US 460 EAST US 460 WEST												
(633)	0.50	120	R										NA	NA		08/14/2002	
				To:	26-601 River Rd												
(633)				From:	SR 226 WEST												
(634)	0.25	280	R										NA	NA		08/14/2002	
				To:	SR 226 EAST												
(634)				From:	US 1												
(634)				To:	Dead End												

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Dinwiddie County</b>																	
(635)	0.40	190	R			From: Dead End					NA			NA		10/05/2002	
						To: SR 40											
(636)	Rocky Branch Rd	0.27	80	R		From: Dead End					NA			NA		08/14/2002	
						To: US 460 Cox Rd											
(637)		0.49	130	R		From: 26-645					NA			NA		10/04/2002	
						To: Dead End											
(638)		2.00	260	R		From: 26-613					NA			NA		10/04/2002	
						To: 26-702											
(638)		1.20	240	R		From: 26-612 Harpers Bridge Rd					NA			NA		10/04/2002	
						To: Nottoway County Line											
(639)		0.90	280	R		From: US 460 WEST					NA			NA		10/04/2002	
						To: US 460 EAST											
(639)		1.98	310	R		From: 26-642 WEST					NA			NA		10/04/2002	
						To: 26; 642 EAST											
(639)		0.20	250	G	91%	0%	6%	1%	2%	0%	C	0.106	F	0.539	250	G	2004
						From: 26-642 EAST											
(639)		1.60	260	R		From: 26-620					NA			NA		10/04/2002	
						To: 26-613											
(639)		1.40	310	R		From: US 460					NA			NA		10/04/2002	
						To: Nottoway County Line											
(640)		1.40	190	R		From: US 1 Boydton Plank Rd					NA			NA		10/04/2002	
						To: Dead End											
(641)	Airport Rd	0.55	190	R		From: US 460					NA			NA		08/14/2002	
						To: 26-643											
(642)		1.82	350	G	88%	0%	4%	1%	6%	0%	C	0.089	F	0.546	350	G	2004
						From: 26-639 WEST											
(642)		0.60	210	G	88%	0%	4%	1%	6%	0%	F	0.107	F	0.633	210	G	2004
						From: 26-620 EAST											
(642)		2.00	180	G	88%	0%	4%	1%	6%	0%	F	0.116	F	0.522	180	G	2004
						From: 26-613											
(642)		2.40	150	G	88%	0%	4%	1%	6%	0%	F	0.134	F	0.6	150	G	2004
						From: 1.52 ME 26-613											
(642)		1.52	90	R		From: 26-644					NA			NA		10/04/2002	
						To: SR 40											
(642)		0.83	70	R		From: 26-642					NA			NA		1999	
						To: SR 40											
(643)		3.20	290	R		From: SR 40					NA			NA		10/04/2002	
						To: 26-642											
<b>Town of McKenney</b>																	
(644)		0.20	660	G	93%	2%	3%	0%	2%	0%	F	0.116	F	0.520	660	G	2004
						From: NCL McKenney											

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(644)	1.92	580	G	93%	2%	From: NCL McKenny To: 26-650				C	0.112	F	0.636	580	G	2004
(644)	2.50	400	R			From: 26-610 Old White Oak Rd To: 26-642					NA			NA		10/04/2002
(644)	2.50	110	R			From: 26-642 To: SR 40					NA			NA		10/04/2002
(645)	1.40	100	R			From: 26-610 Old White Oak Rd To: 26-622					NA			NA		10/04/2002
(645)	1.80	360	R			From: 26-646 WEST To: 26-646 EAST					NA			NA		10/04/2002
(645)	1.60	220	R			From: 26-738 To: 26-637					NA			NA		10/04/2002
(645)	0.70	360	R			From: 26-637 To: 26-715					NA			NA		10/04/2002
(645)	0.70	370	R			From: 26-715 To: 26-611 Wilkinson Rd					NA			NA		10/04/2002
(645)	2.50	620	R			From: 26-611 Wilkinson Rd To: 26-613; 26-627					NA			NA		10/04/2002
(646)	6.00	290	G	89%	3%	From: US 1 To: 26-613				C	0.150	F	0.525	290	G	2004
(647)	1.00	60	R			From: 26-622 To: 26-648					NA			NA		10/04/2002
(647)	1.60	120	R			From: 26-648 To: 26-646 SOUTH 26-646 NORTH					NA			NA		10/04/2002
(647)	2.24	260	R			From: 26-646 SOUTH To: 26-738					NA			NA		10/04/2002
(647)	1.92	660	R			From: 26-738 To: 26-656 26-656 Gatewood Rd					NA			NA		10/04/2002
(647) Nash Rd	0.94	780	R			From: 26-656 Gatewood Rd To: US 1					NA			NA		10/04/2002
(648)	1.50	140	R			From: 26-650 To: 26-647 Nash Rd					NA			NA		10/04/2002
(649)	0.50	40	R			From: US 1 To: 26-650					NA			NA		10/04/2002
(650)	1.60	60	G	95%	1%	From: 26-610 Old White Oak Rd To: 26-651 WEST Mason Church Rd				F	0.161	F	0.556	60	G	2004
(650)	1.10	310	G	95%	1%	From: 26-651 WEST To: 26-644				F	0.117	F	0.618	310	G	2004
(650)	1.60	420	G	95%	1%	From: 26-644 To: 26-622				F	0.106	F	0.716	420	G	2004

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(650)	0.80	420	G	95%	1%	4%	0%	0%	0%	F	0.106	F	0.642	420	G	2004
				From:	26-622											
(650)	2.50	500	G	95%	1%	4%	0%	0%	0%	C	0.150	F	0.855	500	G	2004
				From:	26-648											
				To:	US 1 South											
(650)	0.15	1300	G	92%	0%	2%	0%	5%	0%	C	0.104	F	0.504	1300	G	2004
				From:	US 1 North											
(650)	0.55	1300	G	95%	1%	4%	0%	0%	0%	F	0.084	F	0.606	1300	G	2004
				From:	26-709											
(650)	1.43	350	G	97%	2%	1%	0%	0%	0%	C	0.113	F	0.564	350	G	2004
				From:	I-85 RAMP											
(650)	2.20	230	G	97%	2%	1%	0%	0%	0%	F	0.117	F	0.667	230	G	2004
				From:	26-656 West											
				To:	26-619 Courthouse Rd											
(651)	2.40	210	R								NA		NA		08/27/2002	
				From:	26-613											
(651)	1.80	240	R								NA		NA		1995	
				From:	SR 40 WEST											
(651)	2.25	210	R								NA		NA		08/27/2002	
				From:	26-610 Old White Oak Rd											
(651)	1.58	420	R								NA		NA		08/27/2002	
				From:	26-650 WEST											
				To:	26-650 EAST											
(651)	1.27	200	R								NA		NA		08/27/2002	
				From:	SR 40 EAST											
				To:	Dead End											
(652)	1.56	350	R								NA		NA		08/27/2002	
				From:	26-644											
				To:	US 1											
(653)	0.16	210	R								NA		NA		10/04/2002	
				From:	26-703 Carson Rd											
				To:	Dead End											
(654)	3.02	390	R								NA		NA		10/04/2002	
				From:	26-687 SOUTH											
(654)	0.20	120	R								NA		NA		10/04/2002	
				From:	26-687 NORTH											
				To:	SR 40											
(655)	0.58	90	R								NA		NA		10/04/2002	
				From:	Dead End											
				To:	US 1											
(656)	1.20	90	R								NA		NA		10/04/2002	
				From:	26-709											
(656) Eppes Rd	1.20	280	R								NA		NA		10/04/2002	
				From:	26-658											
				To:	26-650 W; Hamilton Arms Rd											
(656) Gatewood Rd	2.55	490	R								NA		NA		10/04/2002	
				From:	26-650 E; Hawkins Church Rd											
				To:	US 1 SOUTH											
(656) Gatewood Rd	0.90	120	R								NA		NA		10/04/2002	
				From:	US 1 NORTH											
				To:	26-647 Nash Rd											
(657)	2.10	380	R								NA		NA		10/04/2002	
				From:	US 1											
				To:	26-647 Nash Rd											

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(658)	1.61	320	R			From: 26-709						NA		NA		10/04/2002
(658)	2.70	110	R			From: 26-656						NA		NA		10/04/2002
						To: 26-619 Courthouse Rd										
(659)	0.90	230	R			From: 26-665						NA		NA		10/04/2002
(659)	1.50	260	R			From: SR 40						NA		NA		10/04/2002
(659)	1.40	240	R			From: 26-736						NA		NA		10/04/2002
						To: 26-619 Courthouse Rd										
(660)	Hardiways Mill Rd	1.89	1100	R		From: 26-619 Courthouse Rd						NA		NA		08/15/2002
(660)	Old Vaughan Rd	1.20	390	R		From: 26-703 Carson Rd						NA		NA		08/15/2002
(660)	Quaker Rd	2.40	420	R		From: 26-605 WEST						NA		NA		08/15/2002
						To: 26-605 EAST										
(660)	Quaker Rd	1.20	660	R		From: 26-704 Blackwell Rd						NA		NA		08/15/2002
						To: US 1 Boydton Plank Rd										
(661)	Boisseau Rd	2.40	660	G	95%	From: 26-627 Courthouse Rd	2%	2%	0%	0%	0%	C	0.181	F	0.591	660 G 2004
						To: 26-613 White Oak Rd										
(662)		1.20	60	R		From: 26-617						NA		NA		10/04/2002
						To: 26-619 Courthouse Rd										
(663)		1.20	40	R		From: 26-659						NA		NA		10/04/2002
						To: 26-665										
(664)		1.20	20	R		From: Dead End						NA		NA		10/04/2002
						To: 26-609										
(665)		0.70	210	R		From: Sussex County Line						NA		NA		10/15/2002
(665)		2.35	490	R		From: 26-617						NA		NA		10/15/2002
(665)		1.44	520	R		From: SR 40						NA		NA		10/15/2002
(665)		2.76	230	R		From: 26-728						NA		NA		10/15/2002
(665)		0.70	360	R		From: 26-626 Flatfoot Rd						NA		NA		10/15/2002
(665)		0.40	40	R		From: 26-681						NA		NA		10/15/2002
						To: Dead End										
(666)	Baugh Rd	1.20	60	R		From: 26-626 Flatfoot Rd						NA		NA		10/15/2002
(666)	Baugh Rd	4.20	260	R		From: 26-670 Shady Lane						NA		NA		10/15/2002
						To: 26-618 Halligan Park Rd										
(667)	Malones Rd	3.20	180	R		From: 26-666 Baugh Rd						NA		NA		10/15/2002
						To: 26-703 Carson Rd										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(668) Brick Rd	1.90	390	R			From: 26-703 Carson Rd					NA			NA		08/13/2002
						To: 26-604 Halifax Rd										
(669)	3.30	530	R			From: 26-605					NA			NA		08/13/2002
						To: 26-604 Halifax Rd										
(670) Shady Lane	1.82	210	R			From: 26-666 Baugh Rd					NA			NA		10/15/2002
(670) Shady Lane	0.04	110	R			From: 1.82 MN 26-666					NA			NA		10/15/2002
(670) Shady Lane	0.10	230	R			From: 26-682 Ole Bole Rd					NA			NA		10/15/2002
(670) Shady Lane	0.77	290	R			From: 26-688 Sawmill Rd					NA			NA		10/15/2002
(670) Old Stage Rd	1.45	520	G	96%	0%	2%	0%	1%	0%	F	0.105	F	0.593	520	G	2004
(670) Old Stage Rd	2.51	340	G	96%	0%	2%	0%	1%	0%	F	0.096	F	0.6	340	G	2004
(670) Duncan Rd	2.29	780	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.593	780	G	2004
(670) Duncan Rd	2.07	520	G	96%	0%	2%	0%	1%	0%	F	0.104	F	0.5	520	G	2004
(670) Duncan Rd	1.21	850	G	96%	0%	2%	0%	1%	0%	F	0.089	F	0.705	850	G	2004
(670) Duncan Rd	1.51	1300	G	96%	0%	2%	0%	1%	0%	C	0.097	F	0.544	1400	G	2004
(671)	0.40	120	R			From: Dead End					NA			NA		08/15/2002
						To: US 1										
(672) Church Rd	1.49	630	G	94%	1%	4%	1%	0%	0%	F	0.093	F	0.569	630	G	2004
(672) Church Rd	0.58	830	G	94%	1%	4%	1%	0%	0%	C	0.086	F	0.595	890	G	2004
(672) Weakley Rd	0.27	820	G	96%	0%	3%	0%	0%	0%	F	0.105	F	0.529	890	G	2004
(672) Weakley Rd	0.19	730	G	96%	0%	3%	0%	0%	0%	C	0.101	F	0.5	790	G	2004
(673) Smith Grove Rd	1.77	430	R			From: 26-670 Duncan Rd					NA			NA		08/15/2002
						To: 26-613 Squirrel Level Rd										
(674)	1.57	140	R			From: 26-613					NA			NA		08/15/2002
(674)	0.37	180	R			From: 1.57 MN 26-613					NA			NA		08/15/2002
						To: 26-670										
(675) Vaughan Rd	3.74	660	G	95%	1%	3%	1%	1%	0%	F	0.092	F	0.582	660	G	2004
(675) Vaughan Rd	0.90	1200	G	95%	1%	3%	1%	1%	0%	C	0.085	F	0.704	1200	G	2004
						From: 26-741 Fort Emory Rd										
						To: 26-676 Flank Rd										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(675) Vaughan Rd	0.94	750	G	95%	1%	3%	1%	1%	0%	F	0.099	F	0.736	810	G	2004
				From:	26-676 Flank Rd											
				To:	SCL Petersburg											
(676) Flank Rd	0.80	440	R								NA		NA		08/14/2002	
				From:	26-613 Squirrel Level Rd											
				To:	26-675 Vaughan Rd											
(677) Carson Dr	0.80	900	G	97%	0%	2%	0%	1%	0%	C	0.118	F	0.842	970	G	2004
				From:	26-604 Halifax Rd											
				To:	SR 345; 74-608											
(678) Spain Dr	1.00	60	R								NA		NA		08/13/2002	
				From:	26-605 Ellington Rd											
				To:	26-606 Oak Grove Rd											
(679)	1.45	210	R								NA		NA		10/15/2002	
				From:	Dead End											
				To:	26-660											
(680)	2.01	260	R								NA		NA		10/15/2002	
				From:	26-681											
(680)	1.19	140	R								NA		NA		1999	
				From:	2.01 ME 26-618											
				To:	26-618 Halligan Park Rd											
(681)	1.80	390	R								NA		NA		10/15/2002	
				From:	Sussex County Line											
				To:	26-665											
(682) Ole Bole Rd	0.70	100	R								NA		NA		10/15/2002	
				From:	26-609 Old Stage Rd											
				To:	26-670 Shady Lane											
(683)	0.45	140	R								NA		NA		10/15/2002	
				From:	26-651											
				To:	26-707											
(683)	0.60	90	R								NA		NA		10/15/2002	
				From:	26-707											
				To:	0.60 MN 26-707											
(683)	0.20	90	R								NA		NA		10/15/2002	
				From:	26-707											
				To:	Dead End											
(684) Airpark Dr	0.56	620	R								NA		NA		08/14/2002	
				From:	Dead End											
				To:	US 460; 26-9921											
(685)	0.16	80	R								NA		NA		08/14/2002	
				From:	Dead End											
				To:	US 1											
(686) Smith Grove Lane	0.20	9	R								NA		NA		10/15/2002	
				From:	26-673 Smith Grove Rd											
				To:	Dead End											
(687)	0.10	80	R								NA		NA		10/15/2002	
				From:	26-609											
				To:	26-654 SOUTH											
(687)	1.54	180	R								NA		NA		10/15/2002	
				From:	26-654 SOUTH											
				To:	1.54 MN 26-654 S											
(687)	1.06	190	R								NA		NA		10/15/2002	
				From:	26-654 SOUTH											
				To:	26-696											
(687)	1.62	140	R								NA		NA		10/15/2002	
				From:	26-696											
				To:	SR 40											
(688) Sawmill Rd	0.85	220	R								NA		NA		10/15/2002	
				From:	26-670 Shady Lane											
				To:	26-705 Fox Branch Rd											

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(688) Sawmill Rd	1.28	48	R			From: 26-705 Fox Branch Rd					NA			NA		08/15/2002
(688) Sawmill Rd	0.27	60	R			From: 1.28 ME 26-705					NA			NA		08/15/2002
						To: 26-667 Malones Rd										
(689)	0.60	90	R			From: 26-629					NA			NA		08/14/2002
						To: 26-628 Tranquility Lane										
(690) Harris Dr	0.94	230	R			From: 26-631 Claiborne Rd					NA			NA		08/14/2002
						To: Dead End										
(691)	1.00	160	R			From: Dead End					NA			NA		10/15/2002
						To: SR 40										
(692)	1.89	40	R			From: Dead End					NA			NA		10/15/2002
						To: SR 40										
(692)	3.20	190	R			From: SR 40					NA			NA		10/15/2002
						To: 26-709										
(692)	0.60	10	R			From: 26-709					NA			NA		10/15/2002
						To: Dead End										
(693) Williamson Rd	2.87	460	R			From: 26-703 Carson Rd					NA			NA		10/25/2002
						To: 26-670 Old Stage Rd										
(694)	0.70	80	R			From: Dead End					NA			NA		09/26/2002
						To: 26-622										
(696)	1.20	60	R			From: Dead End					NA			NA		10/15/2002
						To: 26-687										
(697)	0.40	140	R			From: 26-613					NA			NA		10/08/2002
						To: Dead End										
(698)	1.20	200	R			From: 26-665					NA			NA		10/15/2002
						To: Sussex County Line										
(699)	1.89	80	R			From: 26-611 Wilkinson Rd					NA			NA		09/26/2002
						To: 1.89 MN 26-611										
(699)	1.41	90	R			From: 26-708 Namozine Rd					NA			NA		09/26/2002
						To: Dead End										
(700)	0.88	40	R			From: Dead End					NA			NA		09/26/2002
						To: 26-613										
(700)	2.57	390	R			From: 26-622					NA			NA		09/26/2002
						To: Dead End										
(701)	0.60	10	R			From: Dead End					NA			NA		10/05/2002
						To: 26-610 Old White Oak Rd										
(702)	1.32	90	R			From: 26-638					NA			NA		10/05/2002
						To: SR 40										
(703) Carson Rd	0.13	3500	G	93%	1%	From: US 1 Boydton Plank Rd				F	0.097	F	0.603	3500	G	2004
						To: 26-1403										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(703) Carson Rd	1.17	3600	G	93%	1%	From: 26-1403 To: 26-1403				C	0.093	F	0.723	3600	G	2004
(703) Carson Rd	5.18	1000	G	88%	2%	From: I-85 To: I-85				C	0.097	F	0.689	1000	G	2004
(703) Carson Rd	5.97	840	G	88%	2%	From: 26-670 Old Stage Rd To: 26-670 Old Stage Rd				F	0.103	F	0.554	840	G	2004
(703)	0.09	1300	G	88%	2%	From: 26-618 Halligan Park Rd To: 26-618 Halligan Park Rd				F	0.096	F	0.603	1300	G	2004
(704)	0.24	60	R			From: Prince George County Line; 7 To: Dead End										
(704)						From: Dead End To: 26-660				NA				NA		08/15/2002
(705) Fox Branch Rd	1.42	200	R			From: 26-688 Sawmill Rd To: 26-733 Little Zion Rd								NA		10/14/2002
(706)	0.55	150	R			From: SR 226 WEST To: SR 226 WEST								NA		10/14/2002
(706)	0.15	220	R			From: 26-725 To: SR 226 EAST								NA		10/14/2002
(707)	0.85	190	R			From: 26-683 To: 26-651								NA		10/14/2002
(708)	0.30	620	G	91%	1%	From: Amelia County Line To: Amelia County Line				F	0.107	F	0.711	620	G	2004
(708) Namozine Rd	5.93	1100	G	91%	1%	From: 26-746 To: 26-746				C	0.107	F	0.861	1100	G	2004
(708) Namozine Rd	0.70	1900	G	91%	1%	From: 26-601 River Rd To: US 460; 26-631				F	0.099	F	0.661	2000	G	2004
(709)	2.70	70	R			From: 26-609 To: 26-609								NA		10/15/2002
(709)	3.70	290	R			From: SR 40 To: SR 40								NA		10/15/2002
(709)	1.70	390	R			From: 26-656 To: 26-656								NA		10/15/2002
(709)	0.63	840	R			From: 26-658 To: 26-650								NA		10/15/2002
(710)	0.85	9	R			From: Dead End To: SCL McKenney								NA		08/27/2002
<b>Town of McKenney</b>																
(710)	0.11	9	R			From: SCL McKenney To: SR 40								NA		08/27/2002
<b>Dinwiddie County</b>																
(711) Ridley Rd	1.30	90	R			From: Dead End To: 26-670 Old Stage Rd								NA		10/15/2002
(712)	0.55	30	R			From: 26-703 Carson Rd To: Dead End								NA		10/15/2002

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(713)	2.54	260	R			From: US 1						NA		NA		10/15/2002
						To: 26-687										
(714)	0.46	360	R			From: US 1						NA		NA		08/15/2002
						To: Dead End										
(715)	1.80	90	R			From: 26-645						NA		NA		10/15/2002
						To: 26-613										
(716)	0.36	50	R			From: 26-611; 26-751						NA		NA		08/20/2002
						To: 26-751										
(717)	0.50	100	R			From: 26-629						NA		NA		09/26/2002
						To: Dead End										
(718) Henshaw Rd	0.38	370	R			From: 26-601 River Rd						NA		NA		08/15/2002
						To: Dead End										
(719)	0.39	260	R			From: 26-601						NA		NA		08/15/2002
						To: Dead End										
(720)	0.15	180	R			From: 26-601						NA		NA		08/15/2002
						To: Dead End										
(721)	0.60	160	R			From: US 460; FR-804						NA		NA		10/15/2002
						To: Dead End										
(722)	0.81	80	R			From: 26-619 Courthouse Rd						NA		NA		10/15/2002
						To: Dead End										
(723)	0.58	150	R			From: 26-611 Wilkinson Rd						NA		NA		09/26/2002
						To: Dead End										
(724)	0.58	230	R			From: 26-639						NA		NA		10/15/2002
						To: US 460										
(725)	0.17	130	R			From: Dead End						NA		NA		08/15/2002
						To: 26-706										
(726)	0.23	160	R			From: US 1						NA		NA		08/13/2002
						To: Dead End										
(727) Bethune Rd	0.79	120	R			From: Dead End						NA		NA		10/15/2002
						To: 26-675 Vaughan Rd										
(728)	0.34	90	R			From: Dead End						NA		NA		10/15/2002
						To: 26-665										
(729) Spriggs Rd	0.53	90	R			From: 26-661 Boisseau Rd						NA		NA		08/15/2002
						To: Dead End										
(730) Williams Rd	0.28	60	R			From: US 460 Cox Rd						NA		NA		08/14/2002
						To: Dead End										
(731)	0.02	230	R			From: 26-611 Wilkinson Rd						NA		NA		09/26/2002
						To: 0.02 ME 26-611										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(731)	0.40	110	R			From: 0.02 ME 26-611					NA		NA			09/26/2002
						To: Dead End										
(732)	0.60	260	R			From: Dead End					NA		NA			09/26/2002
						To: 26-627 Courthouse Rd										
(733)	1.20	240	R			From: 26-670					NA		NA			10/15/2002
						To: 26-703 Carson Rd										
(734) Rainey Rd	3.14	220	R			From: 26-619 Courthouse Rd					NA		NA			10/15/2002
						To: 26-626 Flatfoot Rd										
(735) Goose Pond Rd	1.40	60	R			From: 26-619 Courthouse Rd					NA		NA			10/15/2002
						To: Dead End										
(736)	0.50	60	R			From: 26-659					NA		NA			10/15/2002
						To: Dead End										
(737)	1.60	60	R			From: 26-665					NA		NA			10/15/2002
						To: 26-626 Flatfoot Rd										
(738)	1.33	300	R			From: 26-645					NA		NA			10/15/2002
						To: 26-647 Nash Rd										
(739)	1.70	420	R			From: 26-751					NA		NA			09/26/2002
						To: 26-708 Namozine Rd										
(740) Turkey Egg Rd	1.50	1400	R			From: 26-627 Courthouse Rd					NA		NA			09/26/2002
						To: US 1 Boydton Plank Rd										
(741)	0.70	730	R			From: 26-613					NA		NA			08/15/2002
						To: 26-675 Vaughan Rd										
(742)	0.50	240	R			From: 26-613					NA		NA			08/15/2002
						To: 26-675 Vaughan Rd										
(743)	0.57	360	R			From: US 460					NA		NA			08/14/2002
						To: 26-601										
(744)	0.70	70	R			From: 26-644					NA		NA			09/26/2002
						To: Dead End										
(745)	0.20	70	R			From: Dead End					NA		NA			09/26/2002
						To: 26-651										
(746)	0.95	120	R			From: 26-708 Namozine Rd					NA		NA			09/26/2002
						To: Dead End										
(747)	0.35	8	R			From: 26-611 Wilkinson Rd					NA		NA			09/26/2002
						To: Dead End										
(748)	0.49	320	R			From: Dead End					NA		NA			08/27/2002
						To: 26-652										
(749)	0.04	90	R			From: FR-82					NA		NA			08/14/2002
						To: Dead End										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(750) Oxford Rd	1.51	780	R			From: 26-623 Southerland Rd					NA			NA		08/15/2002
						To: Dead End										
(751)	0.78	480	R			From: US 460 WEST					NA			NA		09/27/2002
						To: 26-611 W; 26-752										
(751)	0.26	1800	R			From: 26-611 W 26-752					NA			NA		09/27/2002
						To: 26-611 E; 26-716										
(751)	3.25	1800	R			From: 26-627 WEST					NA			NA		09/27/2002
						To: US 460 EAST										
(752)	0.40	150	R			From: 26-611; 26-751					NA			NA		09/27/2002
						To: Dead End										
(753)	0.40	190	R			From: 26-611 Wilkinson Rd					NA			NA		09/27/2002
						To: Dead End										
(754)	0.88	240	R			From: Dead End					NA			NA		09/26/2002
						To: 26-751										
(755)	0.50	80	R			From: Dead End					NA			NA		09/26/2002
						To: 26-751										
(756) Slates Rd	0.28	40	R			From: 26-628 Tranquility Lane					NA			NA		09/26/2002
						To: Dead End										
(757)	0.62	60	R			From: 26-708 Namozine Rd					NA			NA		09/26/2002
						To: Dead End										
(758) Steers Rd	0.39	280	R			From: Dead End					NA			NA		08/15/2002
						To: 26-613 Dabney Mill Rd										
(759)	0.57	30	R			From: Dead End					NA			NA		08/15/2002
						To: 26-650										
(760) Sutherland Ave	0.37	80	R			From: 26-623 Station Rd					NA			NA		08/19/2002
						To: Dead End										
(764)	0.33	120	R			From: 26-750 Oxford Rd					NA			NA		08/15/2002
						To: Cul-de-Sac										
(770)	0.08	46	R			From: Cul-de-Sac					NA			NA		09/26/2002
						To: Prince George County Line										
(775) Hoffeimer Way	0.92	NA				From: 26-672					NA			NA		
						To: US 1										
(776) Chesdin Lake Rd	0.57	380	R			From: 26-601 River Rd					NA			NA		08/14/2002
						To: Dead End										
(1001)	0.02	3	R			From: Dead End					NA			NA		08/27/2002
						To: ECL McKenney										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of McKenney</b>																
(1001)	0.02	7	R			From: ECL McKenney					NA			NA		08/27/2002
(1001)	0.10	110	R			To: 26-1014					NA			NA		08/27/2002
(1001)	0.32	320	R			From: 26-1013					NA			NA		08/27/2002
(1001)	0.13	980	R			To: US 1					NA			NA		08/27/2002
(1001)	0.16	980	R			From: 26-1007					NA			NA		08/27/2002
(1001)	0.07	1000	R			To: 26-1006					NA			NA		08/27/2002
(1001)	0.07	1000	R			From: 26-1005					NA			NA		08/27/2002
(1001)	0.07	1100	R			To: 26-1004					NA			NA		08/27/2002
(1001)	0.03	420	R			From: 26-1003					NA			NA		08/27/2002
(1001)						To: 26-1002										
(1002)	0.10	280	R			From: SR 40					NA			NA		08/27/2002
(1002)						To: 26-1001										
(1003)	0.02	100	R			From: Dead End					NA			NA		08/27/2002
(1003)	0.15	190	R			To: 26-1010					NA			NA		08/27/2002
(1003)	0.03	620	R			From: 26-1009					NA			NA		08/27/2002
(1003)	0.10	1200	R			To: SR 40					NA			NA		08/27/2002
(1003)						To: 26-1001										
(1004)	0.09	100	R			From: SR 40					NA			NA		08/27/2002
(1004)						To: 26-1001										
(1005)	0.14	60	R			From: 26-1009					NA			NA		08/27/2002
(1005)	0.23	150	R			To: SR 40					NA			NA		08/27/2002
(1005)						To: 26-1008										
(1006)	0.08	40	R			From: SR 40					NA			NA		08/27/2002
(1006)						To: 26-1001										
(1007)	0.08	120	R			From: SR 40					NA			NA		08/27/2002
(1007)	0.11	120	R			To: 26-1001					NA			NA		08/27/2002
(1007)						To: 26-1008										
(1008)	0.07	60	R			From: Dead End					NA			NA		08/27/2002
(1008)	0.19	90	R			To: 26-1007					NA			NA		08/27/2002
(1008)						To: 26-1005										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
1009	0.65	220	R			From: US 1						NA		NA		08/27/2002
						To: SCL McKenney										
<b>Town of McKenney</b>																
1009	0.27	320	R			From: SCL McKenney						NA		NA		08/27/2002
						To: 26-1005										
1009	0.13	280	R			From: 26-1005						NA		NA		08/27/2002
						To: 26-1003										
1010	0.25	80	R			From: SCL McKenney						NA		NA		08/27/2002
						To: 26-1012										
1010	0.04	70	R			From: 26-1012						NA		NA		08/27/2002
						To: 26-1003										
1011	0.05	120	R			From: Dead End						NA		NA		08/27/2002
						To: 26-614										
1012	0.10	40	R			From: 26-1010						NA		NA		08/27/2002
						To: Dead End										
1013	0.08	210	R			From: SR 40						NA		NA		08/27/2002
						To: 26-1001										
1014	0.08	90	R			From: 26-1001						NA		NA		08/27/2002
						To: ECL McKenney										
<b>Dinwiddie County</b>																
1014	0.31	90	R			From: ECL McKenney						NA		NA		08/27/2002
						To: Dead End										
<b>Town of McKenney</b>																
1015	0.10	60	R			From: Dead End						NA		NA		08/27/2002
						To: US 1										
<b>Dinwiddie County</b>																
1020	0.08	140	R			From: 26-644						NA		NA		1999
						To: 26-1021										
1021	0.12	60	R			From: Dead End						NA		NA		1999
						To: 26-1020										
1021	0.09	80	R			From: 26-1020						NA		NA		1999
						To: Dead End										
1040	0.55	NA				From: 26-675 Vaughan Rd						NA		NA		
						To: 26-1042										
1041	0.04	NA				From: Dead End						NA		NA		
						To: 26-1040										
1042	0.15	NA				From: Dead End						NA		NA		
						To: Dead End										
1101	0.30	60	R			From: 26-604 Halifax Rd						NA		NA		1999
						To: 26-606										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1110)	0.31	220	R			From: 26-1111						NA		NA		1999
(1110)	0.21	230	R			From: 26-1113						NA		NA		1999
						To: 26-613										
(1111)	0.16	130	R			From: 26-1112						NA		NA		1999
						To: 26-1110										
(1112)	0.31	140	R			From: 26-1111						NA		NA		1999
(1112)	0.13	110	R			From: 26-1113						NA		NA		1999
						To: 26-613										
(1113)	0.16	150	R			From: 26-1112						NA		NA		1999
						To: 26-1110										
(1120)	0.25	480	R			From: 26-1122						NA		NA		1999
(1120)	0.10	640	R			From: 26-1121						NA		NA		1999
						To: 26-613										
(1121)	0.14	120	R			From: Dead End						NA		NA		1999
						To: 26-1120										
(1122)	0.08	300	R			From: 26-1123						NA		NA		1999
						To: 26-1120										
(1123)	0.46	290	R			From: 26-1122						NA		NA		1999
						To: Dead End										
(1201)	0.25	90	R			From: Dead End						NA		NA		1999
						To: US 1; 26-650										
(1210)	0.45	110	R			From: Cul-de-Sac						NA		NA		1999
						To: 26-750 Oxford Rd										
(1240)	0.21	NA				From: Cul-de-Sac						NA		NA		
						To: 26-00601(B)/										
(1241)	0.15	NA				From: 26-01243(B)/						NA		NA		
						To: 26-01240(B)/										
(1242)	0.11	NA				From: 26-01243(B)/						NA		NA		
						To: 26-01240(B)/										
(1243)	0.23	NA				From: Cul-de-Sac						NA		NA		
						To: Cul-de-Sac										
(1301)	0.23	270	R			From: SR 226						NA		NA		1999
(1301)	0.18	140	R			From: 26-1332						NA		NA		1999
						To: Dead End										
(1302)	0.10	140	R			From: 26-1306						NA		NA		1999
						To: 26-1348										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1302)	0.03	170	R			From: 26-1348						NA		NA		1999
(1302)	0.11	180	R			To: 26-1309						NA		NA		1999
(1302)						To: US 1										
(1303)	0.37	220	R			From: Dead End						NA		NA		1999
(1303)	0.03	2100	R			To: FR-290						NA		NA		1999
(1303)						To: US 1										
(1304)	0.10	150	R			From: 26-1349						NA		NA		1999
(1304)	0.10	200	R			To: 26-1306						NA		NA		1999
(1304)	0.13	240	R			To: 26-1348						NA		NA		1999
(1304)						To: US 1										
(1305)	0.14	20	R			From: Dead End						NA		NA		1999
(1305)	0.19	220	R			To: 26-1350						NA		NA		1999
(1305)	0.09	270	R			To: 26-1306						NA		NA		1999
(1305)	0.11	310	R			To: 26-1348						NA		NA		1999
(1305)						To: US 1										
(1306)	0.04	390	R			From: 26-1305						NA		NA		1999
(1306)	0.04	80	R			To: 26-1308						NA		NA		1999
(1306)	0.04	110	R			To: 26-1307						NA		NA		1999
(1306)	0.04	130	R			To: 26-1304						NA		NA		1999
(1306)						To: 26-1302										
(1307)	0.10	190	R			From: 26-1349						NA		NA		1999
(1307)	0.10	230	R			To: 26-1306						NA		NA		1999
(1307)	0.12	280	R			To: 26-1348						NA		NA		1999
(1307)						To: US 1										
(1308)	0.13	60	R			From: Dead End						NA		NA		1999
(1308)	0.09	150	R			To: 26-1350						NA		NA		1999
(1308)	0.10	340	R			To: 26-1349						NA		NA		1999
(1308)	0.09	380	R			To: 26-1306						NA		NA		1999
(1308)	0.12	780	R			To: 26-1348						NA		NA		1999
(1308)						To: US 1										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1309)	0.10	40	R			From: 26-1302						NA		NA		1999
						To: Dead End										
(1310)	0.10	80	R			From: Dead End						NA		NA		1999
						To: SR 226										
(1310) Rockdale Road	0.11	1700	R			From: SR 226						NA		NA		1999
						To: 26-1311										
(1310) Rockdale Road	0.10	1800	R			From: 26-1311						NA		NA		1999
						To: 26-600 Ferndale Rd										
(1311)	0.31	310	R			From: Dead End						NA		NA		1999
						To: 26-1310 Rockdale Road										
(1311)	0.10	90	R			From: 26-1310 Rockdale Road						NA		NA		1999
						To: Dead End										
(1312)	0.12	350	R			From: 26-1313						NA		NA		1999
						To: SR 226										
(1313)	0.22	410	R			From: 26-1312						NA		NA		1999
						To: US 1										
(1314)	0.03	30	R			From: Dead End						NA		NA		1999
						To: 26-1317										
(1314)	0.12	100	R			From: 26-1317						NA		NA		1999
						To: 26-1318										
(1314)	0.10	220	R			From: 26-1318						NA		NA		1999
						To: 26-1315										
(1314)	0.06	280	R			From: 26-1315						NA		NA		1999
						To: SR 226										
(1315)	0.06	70	R			From: 26-603						NA		NA		1999
						To: 26-1316										
(1315)	0.11	90	R			From: 26-1316						NA		NA		1999
						To: 26-1314										
(1316)	0.07	110	R			From: 26-1317						NA		NA		1999
						To: 26-1319										
(1316)	0.06	80	R			From: 26-1319						NA		NA		1999
						To: 26-1318										
(1316)	0.10	60	R			From: 26-1318						NA		NA		1999
						To: 26-1315										
(1317)	0.07	90	R			From: 26-1316						NA		NA		1999
						To: 26-1314										
(1318)	0.13	100	R			From: 26-1316						NA		NA		1999
						To: 26-1314										
(1319)	0.06	220	R			From: 26-603						NA		NA		1999
						To: 26-1316										
(1320) Ritchie Ave	0.09	150	R			From: 26-1362 Oak Ct						NA		NA		1999
						To: 26-1363 Cross St										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1320) Ritchie Ave	0.13	260	R			From: 26-1363 Cross St						NA		NA		1999
						To: US 1 Boydton Plank Rd; SR 142 Simpson Rd										
(1321)	0.18	150	R			From: Dead End						NA		NA		1999
						To: 26-601										
(1322) Harwell Drive	0.14	260	R			From: Dead End						NA		NA		1999
						To: US 1 Boydton Plank Rd										
(1323)	0.40	290	R			From: 26-600 Ferndale Rd						NA		NA		1999
						To: Dead End										
(1324) Ford Ave	0.15	2300	R			From: 26-1363 Cross St						NA		NA		1999
						To: US 1 Boyton Plank Road										
(1325)	0.21	NA				From: Cul-de-Sac						NA		NA		
						To: 26-1326										
(1325)	0.06	370	R			From: SR 226						NA		NA		1999
						To: 26-1325										
(1326)	0.21	180	R			From: 26-1325						NA		NA		1999
						To: 26-1327										
(1327)	0.05	260	R			From: 26-1326						NA		NA		1999
						To: SR 226										
(1328)	0.10	70	R			From: Dead End						NA		NA		1999
						To: 26-1329										
(1328)	0.12	190	R			From: 26-1330						NA		NA		1999
						To: 26-1330										
(1328)	0.07	310	R			From: 26-600 Ferndale Rd						NA		NA		1999
						To: 26-1330										
(1329)	0.06	150	R			From: 26-1330						NA		NA		1999
						To: 26-1328										
(1330)	0.17	140	R			From: 26-1329						NA		NA		1999
						To: 26-1328										
(1331) Creek Circle	0.03	NA				From: 26-1325						NA		NA		
						To: Cul-de-Sac										
(1332)	0.05	160	R			From: 26-1301						NA		NA		1999
						To: Dead End										
(1333)	0.54	240	R			From: 26-600 Ferndale Rd						NA		NA		1999
						To: 26-600 Ferndale Rd										
(1334)	0.12	40	R			From: Dead End						NA		NA		1999
						To: 26-1336										
(1334)	0.22	280	R			From: FR-290; 26-1335						NA		NA		1999
						To: FR-290; 26-1335										
(1335)	0.19	260	R			From: 0.19 MS FR-290						NA		NA		1999
						To: FR-290; 26-1334										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1335)	0.08	10	R			From: FR-290; 26-1334						NA		NA		1999
						To: Dead End										
(1336)	0.09	110	R			From: 26-1334						NA		NA		1999
						To: 26-1337										
(1337)	0.12	90	R			From: Dead End						NA		NA		1999
						To: 26-1336										
(1338)	0.20	140	R			From: 26-1335						NA		NA		1993
						To: Cul-de-Sac										
(1339) Creek Lane	0.07	NA				From: 26-1325						NA		NA		
						To: Cul-de-Sac										
(1340)	0.15	40	R			From: SR 226						NA		NA		08/19/2002
						To: 26-1341										
(1340)	0.09	200	R			From: 26-1341						NA		NA		1999
						To: 26-1342										
(1340)	0.12	70	R			From: 26-1342						NA		NA		1999
						To: Dead End										
(1341)	0.17	110	R			From: 26-1343						NA		NA		1999
						To: 26-1340										
(1342)	0.20	150	R			From: 26-1343						NA		NA		1999
						To: 26-1340										
(1343)	0.09	60	R			From: 26-1341						NA		NA		1999
						To: 26-1342										
(1344)	0.09	350	R			From: SR 226						NA		NA		1999
						To: 26-1345										
(1344)	0.09	260	R			From: 26-1345						NA		NA		1999
						To: 26-1346										
(1345)	0.06	48	R			From: Dead End						NA		NA		1999
						To: 26-1344										
(1345)	0.04	40	R			From: 26-1344						NA		NA		1999
						To: Dead End										
(1346)	0.07	50	R			From: Dead End						NA		NA		1999
						To: 26-1344										
(1346)	0.04	200	R			From: 26-1344						NA		NA		1999
						To: 26-1347										
(1346)	0.01	20	R			From: 26-1347						NA		NA		1999
						To: Dead End										
(1347)	0.17	140	R			From: Dead End						NA		NA		1999
						To: 26-1346										
(1348)	0.04	110	R			From: 26-1305						NA		NA		1999
						To: 26-1308										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1348)	0.04	120	R			From: 26-1308					NA			NA		1999
(1348)	0.04	130	R			To: 26-1307					NA			NA		1999
(1348)	0.04	160	R			From: 26-1304					NA			NA		1999
(1348)	0.04					To: 26-1302										
(1349)	0.04	260	R			From: 26-1308					NA			NA		1999
(1349)	0.04	220	R			To: 26-1307					NA			NA		1999
(1349)	0.04					To: 26-1304										
(1350)	0.04	150	R			From: 26-1305					NA			NA		1999
(1350)	0.04					To: 26-1308										
(1352)	0.19	290	R			From: 26-601					NA			NA		1999
(1352)	0.10	110	R			To: 26-1354					NA			NA		1999
(1352)	0.10					To: Cul-de-Sac										
(1353)	0.19	250	R			From: 26-601					NA			NA		1999
(1353)	0.10	90	R			To: 26-1354					NA			NA		1999
(1353)	0.10					To: Cul-de-Sac										
(1354)	0.08	50	R			From: 26-1352					NA			NA		1999
(1354)	0.12	70	R			To: 26-1353					NA			NA		08/20/2002
(1354)	0.07	100	R			To: 26-1390					NA			NA		08/20/2002
(1354)	0.07					To: Dead End										
(1355)	0.18	320	R			From: 26-601					NA			NA		08/20/2002
(1355)	0.07	90	R			To: 26-1356					NA			NA		1999
(1355)	0.10	60	R			To: 26-1367					NA			NA		1999
(1355)	0.28	NA				To: 26-1368					NA			NA		
(1355)	0.13	290	R			To: 26-1369					NA			NA		1999
(1355)	0.13					To: 26-601 WEST										
(1356)	0.09	100	R			From: Dead End					NA			NA		08/20/2002
(1356)	0.06	60	R			To: 26-1355					NA			NA		08/20/2002
(1356)	0.06					To: Dead End										
(1357)	0.26	260	R			From: 26-1358					NA			NA		08/20/2002
(1357)	0.13	320	R			To: 26-1360					NA			NA		08/20/2002
(1357)	0.13					To: 26-1359										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1357)	0.08	360	R			From: 26-1359						NA		NA		08/20/2002
						To: 26-601										
(1358)	0.03	8	R			From: Dead End						NA		NA		08/20/2002
						To: 26-1357										
(1358)	0.07	40	R			From: 26-1357						NA		NA		08/20/2002
						To: 26-1360 Gap Terminus										
						From: 26-1359 Gap Terminus										
(1358)	0.08	120	R			To: 26-601						NA		NA		08/20/2002
						From: Dead End										
(1359)	0.04	40	R			To: 26-1364						NA		NA		1999
(1359)	0.10	470	R			From: 26-1357						NA		NA		1999
(1359)	0.29	360	R			To: 26-1358						NA		NA		08/19/2002
(1359)	0.22	340	R			From: 26-1387						NA		NA		08/19/2002
(1359)	0.10	350	R			To: 26-1385						NA		NA		08/19/2002
						From: 26-1357										
(1360)	0.23	190	R			To: 26-1358						NA		NA		08/19/2002
						From: 26-1366										
(1361)	0.14	590	R			To: SR 226						NA		NA		08/19/2002
						From: 26-603 Sterling Rd										
(1362) Oak Ct	0.12	110	R			To: 26-1320 Ritchie Ave						NA		NA		1999
						From: 26-1320 Ritchie Ave										
(1363) Cross St	0.08	50	R			To: 26-1324 Ford Ave						NA		NA		1999
						From: Dead End										
(1364)	0.07	30	R			To: 26-1365						NA		NA		1999
(1364)	0.21	360	R			To: 26-1359						NA		NA		1999
						From: 26-1364										
(1365)	0.11	150	R			To: Cul-de-Sac						NA		NA		1999
						From: Dead End										
(1366)	0.46	230	R			To: Dead End						NA		NA		10/15/2002
						From: 26-1355										
(1367)	0.04	20	R			To: Cul-de-Sac						NA		NA		1999
						From: Cul-de-Sac										
(1368)	0.05	30	R			To: 26-1355						NA		NA		1999
						From: 26-1355										
(1369)	0.04	30	R			To: Cul-de-Sac						NA		NA		1999

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1370)	0.16	70	R			From: 26-1371						NA		NA		1993
						To: 26-672										
(1371)	0.18	120	R			From: Cul-de-Sac						NA		NA		08/19/2002
						To: 26-1370										
(1371)	0.07	160	R			From: 26-1370						NA		NA		08/19/2002
						To: 26-672										
(1372)	0.09	480	R			From: US 1						NA		NA		08/19/2002
						To: 26-1373 EAST-WEST										
(1373)	0.44	230	R			From: 26-1372 EAST-WEST						NA		NA		08/19/2002
						To: End Loop										
(1375)	0.13	130	R			From: 26-1382						NA		NA		1999
						To: Cul-de-Sac										
(1376)	0.07	60	R			From: Cul-de-Sac						NA		NA		1999
						To: 26-1381										
(1377)	0.07	50	R			From: Cul-de-Sac						NA		NA		08/19/2002
						To: 26-1381										
(1378)	0.11	120	R			From: Cul-de-Sac						NA		NA		08/19/2002
						To: 26-1379										
(1379)	0.10	160	R			From: 26-1380						NA		NA		10/15/2002
						To: Dead End										
(1380)	0.31	130	R			From: Dead End						NA		NA		1999
						To: SR 226										
(1380)	0.53	NA				From: SR 226						NA		NA		
						To: Dead End										
(1381)	0.43	430	R			From: Dead End						NA		NA		1999
						To: SR 226										
(1382)	0.27	190	R			From: Dead End						NA		NA		08/19/2002
						To: 26-1381										
(1383)	0.08	110	R			From: 26-1382						NA		NA		08/19/2002
						To: Cul-de-Sac										
(1384)	0.15	560	R			From: 26-1382						NA		NA		08/19/2002
						To: SR 226; 26-1384										
(1385)	0.30	390	R			From: Dead End						NA		NA		08/19/2002
						To: 26-1386										
(1385)	0.13	410	R			From: 26-1386						NA		NA		08/19/2002
						To: 26-1359										
(1385)	0.11	820	R			From: 26-1359						NA		NA		08/19/2002
						To: 26-601										
(1386)	0.14	90	R			From: Cul-de-Sac						NA		NA		08/19/2002
						To: 26-1385										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1387)	0.12	90	R			From: 26-1386						NA		NA		08/19/2002
						To: 26-1359										
(1388)	0.03	10	R			From: Dead End						NA		NA		1999
						To: 26-1389										
(1388)	0.07	170	R			From: 26-1389						NA		NA		1999
						To: 26-1385										
(1389)	0.10	100	R			From: 26-1388						NA		NA		1999
						To: Cul-de-Sac										
(1390)	0.09	460	R			From: 26-601						NA		NA		08/19/2002
						To: 26-1391										
(1390)	0.10	380	R			From: 26-1391						NA		NA		08/19/2002
						To: 26-1354										
(1390)	0.08	260	R			From: 26-1354						NA		NA		08/19/2002
						To: 26-1392										
(1390)	0.06	80	R			From: 26-1392						NA		NA		08/19/2002
						To: Cul-de-Sac										
(1391)	0.06	70	R			From: Cul-de-Sac						NA		NA		08/19/2002
						To: 26-1390										
(1392)	0.06	70	R			From: Cul-de-Sac						NA		NA		08/19/2002
						To: 26-1390										
(1397)	0.05	NA				From: Dead End						NA		NA		
						To: 26-01380(B)/										
(1398)	0.06	NA				From: Dead End						NA		NA		
						To: 26-01380(B)/										
(1401)	0.41	160	R			From: Dead End						NA		NA		08/19/2002
						To: US 1										
(1402)	0.10	180	R			From: US 1 SOUTH						NA		NA		1999
						To: 26-619 Courthouse Rd										
(1402)	0.15	170	R			From: 26-619 Courthouse Rd						NA		NA		1999
						To: US 1 NORTH										
(1403)	0.11	20	R			From: 26-703 Carson Rd						NA		NA		1999
						To: Dead End										
(1404)	0.06	40	R			From: 26-619 Courthouse Rd						NA		NA		1999
						To: Dead End										
(1405)	0.20	190	R			From: 26-627 Courthouse Rd						NA		NA		1999
						To: 26-1406										
(1405)	0.16	60	R			From: 26-1406						NA		NA		1999
						To: Dead End										
(1406)	0.43	90	R			From: 26-1405						NA		NA		1999
						To: Cul-de-Sac										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1407)	0.50	190	R			From: Dead End								NA	NA	1999
						To: 26-627 Courthouse Rd										
(1410)	0.08	470	R			From: 26-626 Flatfoot Rd								NA	NA	1999
						To: 26-1411										
(1410)	0.06	380	R			From: 26-1412								NA	NA	1999
						To: 26-1413 SOUTH										
(1410)	0.11	280	R			From: 26-1413 NORTH								NA	NA	1999
						To: Dead End										
(1410)	0.07	80	R			From: Cul-de-Sac								NA	NA	1999
						To: 26-1410										
(1411)	0.12	70	R			From: 26-1410								NA	NA	1999
						To: Dead End										
(1412)	0.12	70	R			From: 26-1410 SOUTH								NA	NA	1999
						To: 26-1410 NORTH										
(1413)	0.28	120	R			From: Dead End								NA	NA	1999
						To: 26-1415										
(1414)	0.16	70	R			From: 26-619 Courthouse Rd								NA	NA	1999
						To: 26-1414										
(1414)	0.13	120	R			From: Dead End								NA	NA	1999
						To: Dead End										
(1415)	0.12	20	R			From: 26-00601(B)/								NA	NA	1999
						To: 26-01423(B)/										
(1420)	0.15	NA				From: Cul-de-Sac								NA	NA	
						To: Cul-de-Sac										
(1421)	0.27	NA				From: 26-01421(B)/								NA	NA	
						To: Cul-de-Sac										
(1422)	0.04	NA				From: Dead End								NA	NA	
						To: Dead End										
(1423)	0.22	NA				From: Cul-de-Sac								NA	NA	
						To: 26-01423(B)/										
(1424)	0.05	NA				From: Dead End								NA	NA	
						To: 26-1504										
(1425)	0.05	NA				From: 26-1502								NA	NA	
						To: 26-1504										
(1501)	0.17	150	R			From: US 460								NA	NA	1999
						To: 26-1502										
(1501)	0.29	390	R			From: 26-1504								NA	NA	1999
						To: US 460										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1502)	0.08	90	R			From: 26-1501						NA		NA		1999
						To: 26-1503										
(1503)	0.12	70	R			From: 26-1502						NA		NA		1999
						To: Dead End										
(1504)	0.10	70	R			From: 26-1505						NA		NA		1999
						To: 26-1501										
(1504)	0.14	30	R			From: 26-1501						NA		NA		1999
						To: Dead End										
(1505)	0.10	60	R			From: 26-1504						NA		NA		1999
						To: Dead End										
(1509)	0.23	180	R			From: 26-1510						NA		NA		08/20/2002
						To: Dead End										
(1510)	0.57	1100	R			From: 26-601						NA		NA		1999
						To: 26-1512										
(1510)	0.46	390	R			From: 26-1512						NA		NA		1999
						To: 26-1511										
(1510)	0.06	40	R			From: 26-1511						NA		NA		1999
						To: Dead End										
(1511)	0.04	40	R			From: 26-1510						NA		NA		1999
						To: Cul-de-Sac										
(1512)	0.10	110	R			From: 26-1510						NA		NA		1999
						To: 26-1513										
(1513)	0.13	150	R			From: 26-1509						NA		NA		08/20/2002
						To: 26-1512										
(1513)	0.15	160	R			From: 26-1512						NA		NA		1999
						To: 26-1514										
(1513)	0.13	70	R			From: 26-1514						NA		NA		1999
						To: Cul-de-Sac										
(1514)	0.05	40	R			From: Cul-de-Sac						NA		NA		1999
						To: 26-1513										
(1515)	0.13	540	R			From: 26-601						NA		NA		1999
						To: 26-1516										
(1515)	0.04	20	R			From: 26-1516						NA		NA		1999
						To: Dead End										
(1516)	0.12	80	R			From: Dead End						NA		NA		1999
						To: 26-1517										
(1516)	0.22	450	R			From: 26-1517						NA		NA		1999
						To: 26-1515										
(1517)	0.07	160	R			From: 26-1518						NA		NA		1999
						To: 26-1516										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1518)	0.07	70	R			From: Dead End							NA		NA	1999
(1518)	0.10	80	R			From: 26-1517							NA		NA	1999
						To: Dead End										
(1530)	0.07	30	R			From: Dead End							NA		NA	09/27/2002
(1530)	0.09	70	R			From: 26-1531							NA		NA	09/27/2002
						To: 26-751										
(1531)	0.23	80	R			From: 26-1530							NA		NA	09/27/2002
						To: 26-751										
(9116)	0.14	380	R			From: 26-751							NA		NA	1999
						To: Cul-de-Sac										
<b>Town of McKenney</b>																
(9117)	0.04	49	R			From: McKenney Elem School							NA		NA	1999
						To: 26-614										
<b>Dinwiddie County</b>																
(9118)	0.07	260	R			From: Dinwiddie Elem School							NA		NA	10/23/2002
(9118)	0.05	40	R			From: 0.07 MN US 1							NA		NA	1999
(9118)	0.09	130	R			From: 0.12 MN US 1							NA		NA	1999
(9118)	0.09	120	R			From: 0.21 MN US 1							NA		NA	1999
						To: US 1										
<b>Town of McKenney</b>																
(9119)	0.02	30	R			From: 26-1001							NA		NA	1999
(9119)	0.10	40	R			From: 0.02 MN 26-1001							NA		NA	1999
						To: Cul-de-Sac										
<b>Dinwiddie County</b>																
(9535)	0.23	520	R			From: US 1							NA		NA	10/23/2002
(9535)	0.20	520	R			From: 0.23 MN US 1							NA		NA	10/23/2002
(9535)	0.13	270	R			From: 0.43 MN US 1							NA		NA	1999
(9920)	0.10	90	R			From: Cul-de-Sac							NA		NA	09/26/2002
						To: 26-751										
(9921)	0.11	480	R			From: US 460							NA		NA	1999
						To: US 460; 26-684										
(9922)	0.11	6	R			From: US 1							NA		NA	1993
						To: Eastside Elem Sch										
(9923)	0.05	360	R			From: Dinwiddie High School							NA		NA	10/23/2002
						To: 0.05 MN 26-627										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Dinwiddie County</b>																	
(9923)	0.13	570	R			From: 0.05 MN 26-627					NA			NA		1999	
(9923)	0.15	230	R			From: 0.18 MN 26-627					NA			NA		1999	
(9923)	0.11	270	R			From: 0.33 MN 26-627					NA			NA		1999	
(608) 74	0.31	1000	N	97%	1%	From: Prince George County Line				N	0.094	N	0.67	1000	N	2004	
(608) 74	1.00	2000	G	99%	1%	From: SR 345; 26-677				C	0.141	F	0.658	2100	G	2004	
						To: SCL Petersburg											
<b>City of Petersburg</b>																	
(3) 123	Vaughn Rd	0.64	NA			From: SCL Petersburg; 26-675					NA			NA			
						To: 123-9013 Halifax Rd											
(4) 123	Wells Rd	0.41	3500	G	88%	1%	3%	2%	6%	0%	C	0.093	F		3800	G	2004
						From: Halifax Rd											
						To: Squirrel Level Rd											
(9002) 123	Halifax Rd	0.18	6500	G	95%	1%	2%	1%	0%	0%	F	0.099	F	0.609	7000	G	2004
						From: CSX RR											
						To: Patterson St											
(9002) 123	Halifax St	0.58	5100	G	95%	1%	2%	1%	0%	0%	F	0.107	F	0.617	5500	G	2004
						From: Bayers Ln											
(9002) 123	Halifax St	0.19	6000	G	95%	1%	2%	1%	0%	0%	F	0.101	F	0.579	6500	G	2004
						From: Virginia Ave											
(9002) 123	Halifax St	0.37	8900	G	95%	1%	2%	1%	0%	0%	F	0.084	F	0.580	9600	G	2004
						From: Lee Ave											
(9002) 123	Halifax St	0.29	8200	G	95%	1%	2%	1%	0%	0%	F	0.085	F	0.511	8800	G	2004
						From: Liberty St											
(9002) 123	Halifax St	0.28	9100	G	95%	1%	2%	1%	0%	0%	C	0.083	F	0.548	9800	G	2004
						From: US 1, US 460 W Wythe St											
(9002) 123	Union St	0.12	4400	G								0.099	F	0.874	4700	G	2004
						From: US 1, US 460 W Washington St											
(9002) 123	Union St	0.17	2200	G	91%	3%	4%	1%	0%	0%	C	0.108	F	0.587	2400	G	2004
						To: W Tabb St											
(9004) 123	Defense Rd	0.47	2400	G	97%	1%	1%	0%	1%	0%	C	0.118	F	0.699	2600	G	2004
						From: Boydton Plank Rd											
(9004) 123	Defense Dr	1.77	6600	G	97%	1%	1%	1%	0%	0%	F	NA		6900	G	2004	
						From: Squirrel Level Rd											
(9004) 123	South Boulevard	0.92	8700	G	97%	1%	1%	1%	0%	0%	C	0.093	F	0.504	9400	G	2004
						From: Johnson Rd											
(9004) 123	South Boulevard	0.18	5400	G	97%	1%	1%	1%	0%	0%	F	0.093	F	0.558	5800	G	2004
						From: S. Sycamore St											
(9004) 123	South Boulevard	0.72	2500	G	97%	1%	1%	1%	0%	0%	F	0.090	F	0.605	2700	G	2004
						From: Crater Rd											
						To: Anderson St											
(9006) 123	Flank Rd	0.96	1800	G	96%	0%	3%	0%	1%	0%	C	0.102	F	0.592	2000	G	2004
						From: Halifax Rd											
(9006) 123	Flank Rd	0.47	3200	G	96%	0%	3%	0%	1%	0%	F	0.118	F	0.674	3500	G	2004
						From: Johnson Rd											
(9006) 123	Flank Rd	0.75	2800	G	96%	0%	3%	0%	1%	0%	F	0.121	F	0.606	3000	G	2004
						From: Birdsong Rd											
						To: Fort Hayes Dr											

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
9006 123 Flank Rd	0.91	3100	G	90%	1%	1%	6%	1%	0%	C	0.112	F	0.647	3400	G	2004
						From: Fort Hayes Dr										
						To: Flank Rd N										
9006 123 Flank Rd ( 1-Way )	0.13	2000	G	97%	1%	2%	0%	0%	0%	C	0.105	F		2200	G	2004
						From: US 301 S Crater Rd										
						To: US 301 S Crater Rd										
9008 123 Rives Rd	0.55	6400	G	98%	0%	1%	0%	1%	0%	C	0.097	F	0.515	7100	G	2004
						From: I-95										
						To: ECL Petersburg										
9008 123 Rives Rd	0.27	4800	G	97%	1%	2%	0%	1%	0%	C	0.103	F	0.568	5200	G	2004
						From: SR 142 Boydton Plank Rd										
						To: Grigg St										
9009 123 Dupuy Rd	1.24	640	G	96%	2%	1%	0%	0%	0%	F	0.104	F	0.536	690	G	2004
						From: Grigg St										
						To: Youngs Rd										
9009 123 Dupuy St	0.58	2100	G	96%	2%	1%	0%	0%	0%	F	0.102	F	0.533	2300	G	2004
						From: Youngs Rd										
						To: S. South St										
9009 123 Farmer St	0.86	3900	G	96%	2%	1%	0%	0%	0%	C	0.087	F	0.531	4300	G	2004
						From: S. South St										
						To: Halifax St										
9009 123 Farmer St	0.47	2900	G	96%	2%	1%	0%	0%	0%	F	0.087	F	0.597	3200	G	2004
						From: Halifax St										
						To: S Crater Rd										
9010 123 Wagner Rd	0.73	14000	G	97%	1%	1%	0%	1%	0%	C	0.096	F	0.525	15000	G	2004
						From: I-95										
						To: I-95										
9010 123 Wagner Rd	1.60	9400	G	93%	1%	3%	0%	4%	0%	C	0.095	F	0.514	10000	G	2004
						From: County Dr										
						To: SCL Petersburg										
9011 123 Squirrel Level Rd	0.82	870	G	98%	0%	2%	1%	0%	0%	C	0.101	F	0.722	940	G	2004
						From: Wells Rd										
9011 123 Squirrel Level Rd	0.25	4700	G	91%	1%	3%	1%	4%	0%	C	0.083	F	0.504	5100	G	2004
						From: Ramp To I-85										
9011 123 Squirrel Level	0.20	7000	G	96%	2%	1%	0%	1%	0%	F	0.083	F	0.504	7500	G	2004
						From: Boydton Plank Rd										
9011 123 Young Rd	0.55	4300	G	96%	1%	2%	0%	0%	0%	C	NA			4700	G	2004
						From: Valor Dr										
9011 123 Young Rd	0.59	2900	G	96%	2%	1%	0%	1%	0%	C	0.093	F	0.524	3000	G	2004
						From: 123-9009 Dupuy Rd										
						To: West St										
9012 123 Lee Ave	0.56	3100	G	97%	2%	1%	0%	0%	0%	C	0.089	F	0.516	3300	G	2004
						From: Halifax St										
9012 123 Porterville St	0.15	1600	G	97%	1%	1%	1%	0%	0%	F	0.077	F	0.588	1800	G	2004
						From: Harding St										
9012 123 New St	0.18	1500	G	97%	1%	1%	1%	0%	0%	C	0.088	F	0.514	1600	G	2004
						From: Harrison St										
						To: New St										
9012 123 Harrison St	0.03	1300	G	97%	1%	1%	1%	0%	0%	F	0.1	F		1400	G	2004
						From: Corling St										
						To: Harrison St										
9012 123 Corling St	0.09	550	G	97%	1%	1%	1%	0%	0%	F	0.11	F		600	G	2004
						From: S. Sycamore St										
9012 123 Graham Rd	0.83	5400	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.513	5900	G	2004
						From: Ramp From I-95										
9012 123 Graham Rd	0.14	11000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.817	11000	G	2004
						From: Crater Rd										

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
9013 123 Halifax Rd	1.79	2700	G	92%	0%	3%	1%	4%	0%	C	0.094	F	0.536	2900	G	2004
				From:	SCL Petersburg											
				To:	Wells Rd											
9013 123 Halifax Rd	0.98	510	G	95%	0%	2%	1%	2%	0%	C	0.114	F	0.574	550	G	2004
				From:	SCL Petersburg											
				To:	Boydton Plank Rd											
9015 123 Johnson Rd	0.01	2700	G	98%	0%	2%	0%	0%	0%	F	0.135	F	0.637	2900	G	2004
				From:	SCL Petersburg											
				To:	Flank Rd											
9015 123 Johnson Rd	0.54	1100	G	98%	0%	2%	0%	0%	0%	C	0.089	F	0.692	1200	G	2004
				From:	SCL Petersburg											
				To:	Birdsong Rd											
9015 123 Johnson Rd	1.39	5400	G	98%	0%	2%	0%	0%	0%	F	0.118	F	0.568	5800	G	2004
				From:	SCL Petersburg											
				To:	South Blvd											
9015 123 Johnson Rd	0.46	4800	G	98%	0%	2%	0%	0%	0%	F	0.087	F	0.52	5100	G	2004
				From:	SCL Petersburg											
				To:	North Blvd											
9015 123 High Pearl St	0.20	4100	G	98%	0%	2%	0%	0%	0%	F	0.087	F	0.506	4400	G	2004
				From:	SCL Petersburg											
				To:	St Luke St											
9015 123 High Pearl St	0.08	3000	G	95%	3%	2%	0%	1%	0%	F	0.085	F	0.596	3300	G	2004
				From:	SCL Petersburg											
				To:	Virginia Ave											
9015 123 Harding St	0.22	2000	G	95%	3%	2%	0%	1%	0%	C	0.085	F	0.605	2100	G	2004
				From:	SCL Petersburg											
				To:	ST Matthew St											
9015 123 Harding St	0.27	930	G	95%	3%	2%	0%	1%	0%	F	0.100	F		1000	G	2004
				From:	SCL Petersburg											
				To:	Portersville St											
9017 123 Birdsong Rd	0.62	580	G	95%	2%	3%	0%	0%	0%	C	0.103	F	0.5	630	G	2004
				From:	SCL Petersburg											
				To:	Johnson Rd											
9021 123 N Sycamore St	0.18	3900	G	92%	0%	0%	6%	2%	0%	C	NA			4100	G	2004
				From:	SCL Petersburg											
				To:	W Washington St											
9021 123 N Sycamore St	0.15	3800	G	92%	0%	0%	6%	2%	0%	F	0.095	F	0.558	4100	G	2004
				From:	SCL Petersburg											
				To:	W Tabb St											
9023 123 North Blvd	0.57	2200	G	97%	1%	1%	0%	1%	0%	C	0.088	F	0.574	2400	G	2004
				From:	SCL Petersburg											
				To:	S Sycamore St											
9025 123 Virginia Ave	0.22	410	G	98%	1%	1%	0%	0%	0%	C	0.121	F		450	G	2004
				From:	SCL Petersburg											
				To:	Harding Street											
9025 123 Virginia Ave	0.32	2000	G	94%	2%	2%	1%	2%	0%	C	0.088	F	0.525	2200	G	2004
				From:	SCL Petersburg											
				To:	Halifax Street											
9025 123 Young Ave	0.20	2300	G	96%	1%	2%	1%	0%	0%	C	0.094	F	0.518	2500	G	2004
				From:	SCL Petersburg											
				To:	Arlington Street											
9025 123 Young Ave	0.11	3000	G	93%	1%	1%	4%	1%	0%	C	0.098	F	0.559	3200	G	2004
				From:	SCL Petersburg											
				To:	West Street Young Avenue											
9025 123 S West St	0.28	3500	G	95%	1%	1%	1%	2%	0%	C	0.084	F	0.523	3800	G	2004
				From:	SCL Petersburg											
				To:	Augusta Avenue											
9025 123 S West St	0.23	5000	G	96%	1%	2%	1%	0%	0%	F	0.086	F	0.507	5400	G	2004
				From:	SCL Petersburg											
				To:	Farmer St											
9025 123 S West St	0.14	4000	G	96%	1%	2%	1%	0%	0%	F	0.096	F	0.512	4300	G	2004
				From:	SCL Petersburg											
				To:	W Wythe St											
9025 123 S West St	0.07	3600	G	96%	1%	2%	1%	0%	0%	F	0.099	F	0.51	3900	G	2004
				From:	SCL Petersburg											
				To:	W Washington St											

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>City of Petersburg</b>																	
9027 123 S West St	0.63	2200	G	97%	0%	1%	0%	0%	0%	C	0.091	F	0.521	2400	G	2004	
				From:	Halifax St												
				To:	Young Ave												
9029 123 S. South St	0.36	2100	G	98%	1%	1%	0%	0%	0%	C	0.089	F	0.529	2300	G	2004	
				From:	Lee Ave												
9029 123 S. South St	0.09	8700	G	98%	0%	1%	0%	0%	0%	F	NA			9200	G	2004	
				From:	US 1 Wythe St												
9029 123 N. South St	0.20	6300	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.584	6800	G	2004	
				From:	Washington St												
9029 123 High St	0.02	810	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.534	880	G	2004	
				From:	High St												
				To:	N South St												
9029 123 Canal St	0.20	6100	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.594	6600	G	2004	
				From:	High St												
				To:	Grove Ave												
9031 123 Byrne St	0.40	850	G	94%	3%	2%	0%	0%	0%	C	0.104	F		920	G	2004	
				From:	New St												
				To:	Halifax St												
9031 123 S. Market St	0.12	2800	G	94%	3%	2%	0%	0%	0%	F	0.099	F	0.65	3100	G	2004	
				From:	Halifax Rd												
				To:	Wythe St												
9033 123 Apollo St	0.14	2700	G	97%	1%	1%	0%	0%	0%	F	0.089	F	0.55	3000	G	2004	
				From:	Sycamore St												
				To:	Jefferson St												
9033 123 Jefferson St	0.58	2700	G	97%	1%	1%	0%	0%	0%	C	0.094	F	0.601	3000	G	2004	
				From:	Apollo St												
				To:	E Wythe St												
9033 123 Henry St	0.04	1300	G	97%	1%	1%	0%	0%	0%	F	NA			1300	G	2004	
				From:	3rd Street												
				To:	N Adams St												
9038 123 Puddledock Rd	0.40	4400	G	89%	0%	3%	3%	4%	0%	C	0.095	F	0.586	4800	G	2004	
				From:	E Washington St												
				To:	ECL Petersburg												
9046 123 High St	0.58	1000	G								0.099	F	0.706	1100	G	2004	
				From:	Canal St												
				To:	N Market St												
9046 123 W Bank St	0.14	2200	G								0.092	F		2400	G	2004	
				From:	N Market St												
				To:	N Sycamore St												
9046 123 E Bank St	0.11	3500	G	97%	0%	2%	1%	0%	0%	C	NA			3700	G	2004	
				From:	2Nd St												
				To:	US 301 N Crater Rd												
9046 123 Bank St	0.25	2800	G	93%	1%	4%	1%	1%	0%	C	0.104	F	0.538	3000	G	2004	
				From:	East St												
9046 123 Bank St	0.21	2700	G	93%	1%	4%	1%	1%	0%	F	0.098	F	0.545	3000	G	2004	
				From:	SR 36 E Washington St												
				To:	N Market St												
9048 123 W Tabb St	0.09	1700	G	90%	0%	0%	7%	2%	1%	F	0.11	F	0.655	1800	G	2004	
				From:	Union St												
9048 123 W Tabb St	0.06	2100	G	90%	0%	0%	7%	2%	1%	F	0.116	F	0.612	2200	G	2004	
				From:	N Sycamore St												
9048 123 E Tabb St	0.12	1200	G	90%	0%	0%	7%	2%	1%	C	NA			1200	G	2004	
				From:	N Adams St												
				To:	N Adams St												
9053 123 Baylors Ln	0.65	1800	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.574	2000	G	2004	
				From:	Defense Rd												
				To:	Halifax St												

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>City of Petersburg</b>																	
9055 123 Madison St	0.05	2100	G	94%	1%	From: E Washington St	2%	1%	1%	0%	F	0.105	F	0.841	2300	G	2004
9055 123 Madison St	0.18	1800	G	94%	1%	To: Franklin St	2%	1%	1%	0%	C	0.104	F	0.85	2000	G	2004
9055 123 Madison St	0.07	1200	G	94%	1%	From: E Bank St	2%	1%	1%	0%	F	0.098	F	0.635	1300	G	2004
						To: Bollingbrook St											
9057 123 Fifth St	0.05	540	G			From: E Bank St						0.133	F	0.746	580	G	2004
9057 123 Fifth St	0.08	560	G	82%	4%	To: Bollingbrook St	4%	4%	6%	0%	C	0.105	F	0.515	610	G	2004
						To: River St											
9059 123 Flank Rd N	0.20	3900	G	97%	1%	From: Flank Rd One-Way	1%	0%	0%	0%	C	0.086	F	0.786	4200	G	2004
						To: US 301 S Crater Rd											
9065 123 S Adams St	0.10	4400	G			From: E Wythe St						0.095	F	0.71	4800	G	2004
						To: E Washington St											
Accomack St		310	G			From: 6Th St						0.094	F		340	G	2004
						To: 7Th St											
Cameron St		400	G			From: Old Church St						0.108	F		430	G	2004
						To: Center St											
Culpeper Ave		570	G			From: Prince George Ave						0.141	F		620	G	2004
						To: Brunswick St											
Custer St		450	G			From: Halifax Rd						0.106	F		480	G	2004
						To: Hawk St											
Darby Dr		320	G			From: Busby St						0.094	F		340	G	2004
						To: Halcun Dr											
Gordon Dr		290	G			From: Dering Rd						0.11	F		310	G	2004
						To: Hoke Dr											
Homestead Dr		1000	G			From: Valley Dr						0.096	F		1100	G	2004
						To: Midland Rd											
Jefferson St		3700	G			From: Filmore St						0.088	F		4000	G	2004
						To: ST Andrews St											
Kirkham Street		500	G			From: Bolling Street						0.101	F	0.591	540	G	2004
						To: Chestnut Street											
North Park Dr		1200	G			From: Nivram St						0.09	F		1300	G	2004
						To: Retang Rd											
Oakmont Dr		90	G			From: Homestead Dr						0.12	F	0.5	100	G	2004
						To: Midland Rd											
Old Church St		360	G			From: Bollingbrook St						0.108	F		390	G	2004
						To: Miller St											

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
Patterson Ave		1100	G			From:	Floyd St				0.119	F		1100	G	2004
						To:	Carver St									
Pleasants Ln		1000	G			From:	Valor Dr				0.104	F		1100	G	2004
						To:	Dupuy Rd									
Richmond Ave		990	G			From:	Ash St				0.093	F		1100	G	2004
						To:	Nash St									
Rollingwood Rd		100	G			From:	Valley St				0.109	F		110	G	2004
						To:	Homestead Dr									
South Park Dr		1800	G			From:	Forest Hill Rd				0.095	F		1900	G	2004
						To:	West Park Dr									
St Matthew St		2900	G			From:	High Pearl St				0.087	F		3100	G	2004
						To:	Harding St									
Talley Ave		880	G			From:	Custer St				0.234	F		950	G	2004
						To:	Edmonds Ct									